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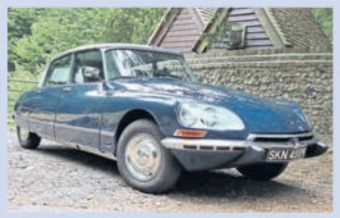

CRÈME DE LA CRÈME

8 iconic classics, and the best versions of them

CLASSIC Car Buyer

15th October 2025 **ISSUE 802** www.classicsworld.co.uk

1980s COMPACT EXECUTIVES MERCEDES v BMW & AUDI

RARE ITALIAN COLLECTION AT AUCTION

Nine-strong collection of exclusive classics with Italian heritage set to go under the hammer

A collection of rare and alluring classics with Italian heritage are set to go under the hammer at the Haynes Motor Museum in Somerset next week. The line-up will include a host of extremely scarce Fiats and a trio of Lancias, plus a Pininfarina-styled Peugeot 504 Coupe and a Citroën SM, which famously utilised Maserati's high-performance engine technology.

The collections belong to a dealer who is nearing retirement, with responsibility for its sale entrusted to Charterhouse Auctioneers, which will auction the cars on October 23.

"The variety of motors we look at and advise on never ceases to amaze me, and this collection of exotic European classics looks to top off what has been a fantastic year," Charterhouse's Richard Brommell told *CCB*.

MORE ON PAGE 5

BUYING THE LEXUS LS400

The luxury saloon that gave rivals sleepless nights

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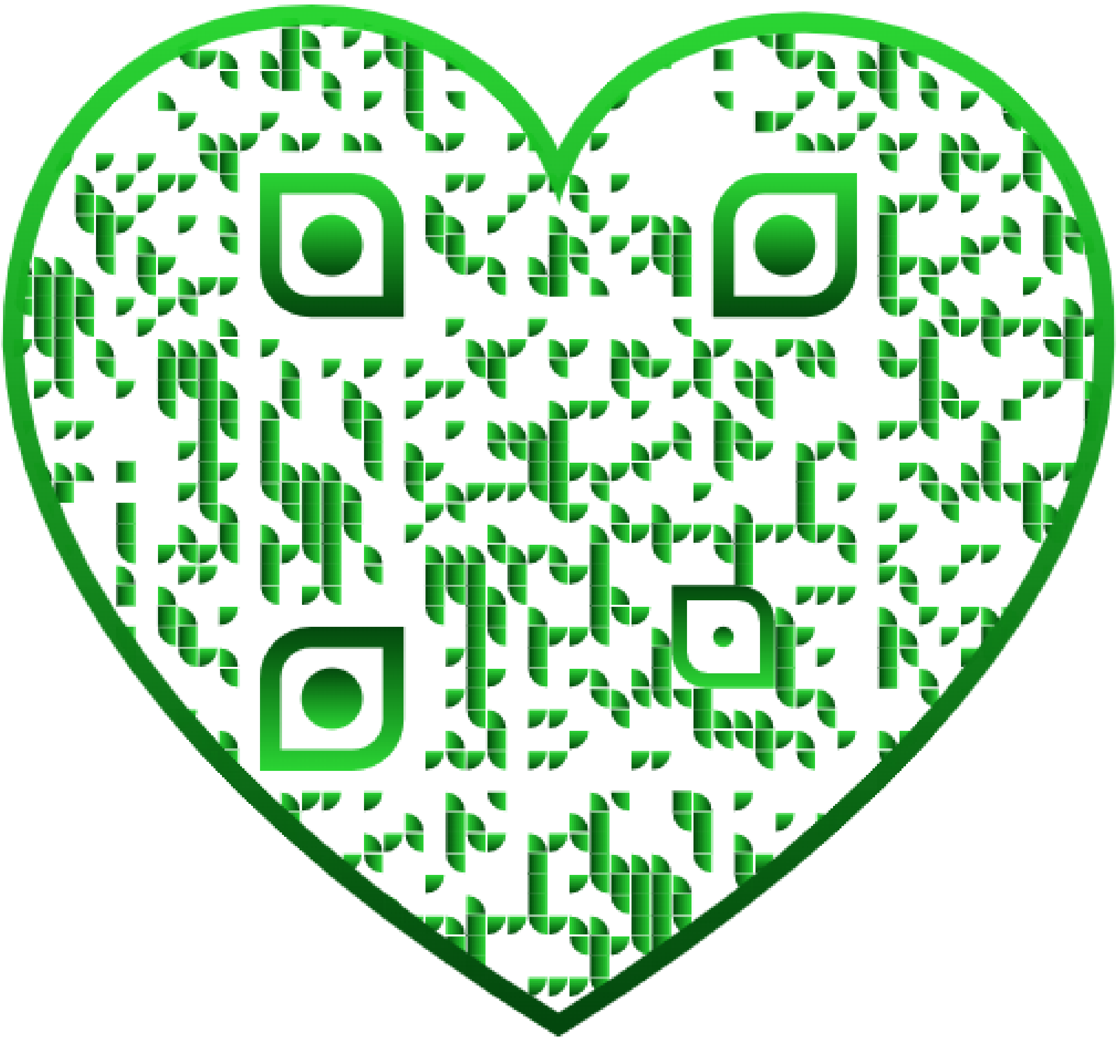

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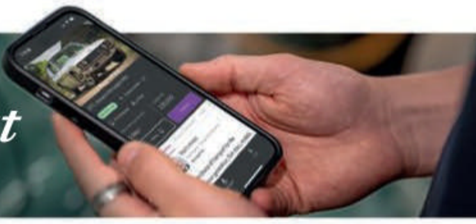

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WELCOME

JOE MILLER
HEAD OF VIDEO

There's something brilliantly infectious about the Japanese car community. I felt it last weekend as the cars and crowds flowed into *Classic Japfest* – that buzzing atmosphere comes not from concours perfection, but from shared enthusiasm.

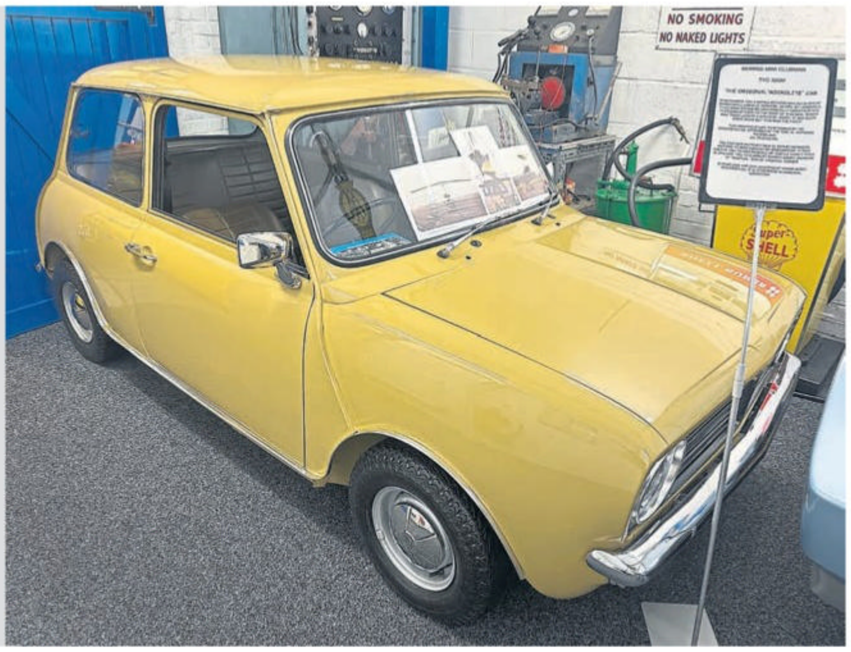
Japanese cars have truly earned their place in the classic scene, whether at a themed meet-up or more general show. As well as more traditional models such as a gorgeous Honda S800, a head-turning Mk2 Celica and deliciously orange Honda Z600, performance icons of the 1990s like Nissan Skylines, Toyota Supras and Honda NSXs rubbed shoulders with humbler, more attainable but no less loved Micras, Starlets and Civics. The five-figure value gulf between a twin-turbo sports car and humble hatchback matters not in the Japanese car community, as there's a real sense of togetherness.

This year's Classic Japfest was proof of how far the scene has come. Whether you turned up in a heavily tuned Skyline GT-R or a bog-standard Civic, you were greeted with the same grin and nod of approval. It's a scene that's arguably the most booming and eclectic in the UK, and it's also accessible; whereas older classics like Minis and MGs are often beyond the pockets of younger enthusiasts, a more affordable '90s Japanese hatchback still has the retro look and feel, as well as generally bombproof reliability and more modern refinements. They're generally easy to work on and fun to drive too.

If *Classic Japfest* showed us anything, it's that the spirit of classic motoring is alive and well – and right now, it's wearing a rising sun badge. See our pictures from the event on page 4.

THE BIG PICTURE

We spotted this lovely 1973 Harvest Gold Mini Clubman on a recent visit to the County Classics Motor Museum in Taunton. It may look unassuming, but in 1993 it was used to set a world record when a microlite was landed on a specially constructed flatform affixed to its roof. The Mini was travelling at 30mph at the time too!



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CLASSIC JAPFEST RETURNS

On the weekend of October 5-6, Goodwood Motor Circuit played host to the return of *Classic Japfest* – a spinoff of the long-running Japanese car event, but focussed on pre-2005 models.

The Saturday was dominated by track action, showcasing thrilling high-speed drifting from the Drift Matsuri crew in various highly modified Japanese weapons, as well as allowing show-goers the opportunity to drive their own car on the iconic circuit.

Sunday, meanwhile, opted to omit track time in favour of opening up the circuit for additional display cars, with approximately 1000 classic Japanese icons on display. Needless to say, the most noteworthy cars didn't go unrecognised, with Ash Farazmand's 1983 Toyota Starlet KP61 – complete with 2.0-litre Mk3 Golf GTI engine – winning Car of The Show.

Meanwhile, the Japfest ICONS section played host to the best-presented and immaculately-detailed classics, with a 1997 Nissan Skyline R33 GT-R taking the crown. Not that these were the only standouts – an extensively-modified Nissan Skyline R32 belonging to F1 driver Lando Norris was a highlight, as was the group of Americana-inspired Japanese lowriders, starring a Toyota Hilux with tilting bed and, curiously, a Honda CR-V.

The clubs and general display parking brought rare, beautifully kept Japanese classics together in abundance. Among them was a Honda Z600 – one of seven in Britain, and belonging to a man with three of the others – plus a Nissan Laurel, a pleasingly unmodified Subaru Impreza Turbo and a gorgeous duet of classic coupes in the form of a Toyota Celica Mk2 and Honda S800.

Inclement weather owing to Storm Amy did little to dampen spirits, resulting in two days with fantastic atmosphere and thousands of fans in attendance. *Classic Japfest* will return in 2026, with October 3 already confirmed as the date. For tickets and all updates, see fastcar.co.uk/classic-japfest.

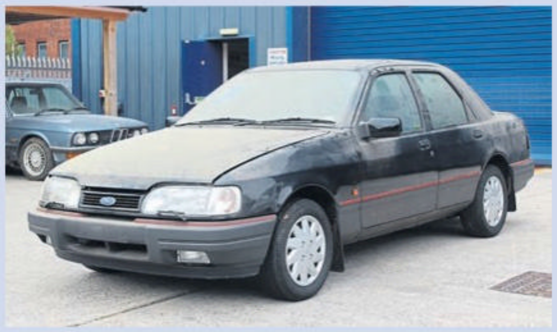
TIME-WARP SIERRA OFFERED

A rather special piece of former street furniture will go under the hammer when South Western Vehicle Auctions hosts its next classic sale at its base near Poole – and it's being offered with no reserve.

With just one owner from new and just 2487 miles covered, the 1990 Ford Sierra Sapphire GLS is a real time-warp example. It was purchased new by the vendor from Hendy Ford in and subsequently driven around sparingly for seven years, before being driven home after its eighth service in 1997 and sitting in the garage – untouched – for the next 28 years. Indeed, it's covered just 15 miles since being stored.

Powered by the 2.0-litre I4 engine, the car is finished in black with a well-preserved cloth interior, and is accompanied by its original handbooks, service documentation and a handful of invoices. With the dust now cleaned off, the car is said to present in showroom condition thanks to decades of careful storage – it was raised off the ground to preserve its tyres and suspension.

Surely a unique opportunity, the Sierra will join over 100 lots at SWVA's sale on Thursday, October 30, and with no reserve, it's sure to attract plenty of attention.



OFF-ROADERS AT AUTOJUMBLE

The Normous Newark Autojumble will host its first-ever Classic Off-Road Day this Sunday (October 19) at Newark Showground. The event will feature 4x4s, dirt bikes and expedition vehicles alongside hundreds of trade stalls offering spares, accessories and off-road upgrades.

Classic off-road vehicles aged 15 years or older can enter free when displayed. Tickets and full details are available at www.newarkautojumble.co.uk.

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RARE ITALIANS HEAD TO AUCTION

Nine-strong collection of ultra-rare classics with Italian heritage to go under the hammer

This 1971 Fiat 2400 Dino Coupe could be the sale's headliner.

A right-hand drive example, this stunning Fiat 125B 'Special Samantha by Vignale' Coupe is incredibly rare.

This Pininfarina-bodied Peugeot 504 is one of two French cars offered.

A collection of rare and alluring classics with Italian heritage are set to go under the hammer at the Haynes Motor Museum in Somerset next week. The line-up will include a host of extremely scarce Fiats and a trio of Lancias, plus a Pininfarina-styled Peugeot 504 Coupe and a Citroën SM, which famously utilised Maserati's high-performance engine technology.

The collections belong to an Essex-based dealer who is nearing retirement, with responsibility for its sale entrusted to Charterhouse Auctioneers. Earlier this year, the Dorset firm hosted a highly successful dispersal auction at Moretonhampstead Motor Museum in Devon totalling over £550,000. And just last month, it brought the Brain Anthill Collection to market, which comprised over 20 classic British cars and many associated parts.

Now though, it's time for the Italians to shine, with a nine-car collection that includes some incredible rarities. The likely headliner will be a Fiat Dino Bertone Coupe, a model assembled in Ferrari's Maranello factory. This example is a 1971 car with the larger 2.4-litre engine, resplendent in its original metallic brown shade with its original and near-unmarked beige velour interior. Imported from Padova in Italy, it's estimated at £50,000-£60,000.

Even rarer is a 1969 Fiat 125B 'Special Samantha by Vignale' Coupe, one of only 98 built and confirmed by the Vignale Register in Italy to be the third from last chassis number produced. Powered by a 1.6-litre Twin Cam and right-hand drive, it's previously won awards for its originality and is guided at £30,000-£35,000.

Estimated at a more modest £6000-£8000 meanwhile, is a 1973 Fiat 130 Coupe in dark blue with brown velour trim. UK registered, the left-hand drive example was purchased from Verona and has received many new parts since. Perhaps our favourite, though, is a supercharged and brilliantly titled Fiat 131 Supermirafiori 2000TC Abarth Volumetrico, which is number 43 of only 188 known cars built at the Abarth factory in the model's sole production year, 1981. This one was driven to the UK from Rome and is guided at £15,000-£18,000.

In addition, a line-up of three Lancias includes a 1971 Fulvia 1.3S Series 2 Sport Zagato Coupe, which is expected to sell for £15,000-£18,000. Completing the trio is a couple of Flavias – one a 1964 Coupe estimated at £17,000-£20,000, the other a 1972 2000 'Berlina' saloon with fuel injection, which needs recommissioning following a long period in storage, but is guided at more modest £2000-£4000.

Two cars that are Italian-influenced but made by French brands complete the collection. A 1975 Peugeot 504 Series 2 V6 Coupe boasts stunning Pininfarina styling, and was painted metallic red as a special order for the wife of one of Peugeot's Rome-based company directors. It's estimated at £15,000-£18,000, but you'll need to fork out a predicted £35,000-£40,000 if you want to snap up a 1972 Citroën SM with its Maserati-sourced engine. An early SB Carburettor model, it was kept by its previous owner for more than 40 years and is remarkably original throughout.

"Sometimes I have to pinch myself as to how fortunate I am to see and sell all the great cars we are asked to auction," Charterhouse's Richard Brommell told *CCB*.

"The variety of motors we look at and advise on never ceases to amaze me, and this collection of exotic European classics looks to top off what has been a fantastic year. It has been a busy programme of auctions and included the marvellous Moretonhampstead Motor Museum dispersal sale and more recently the Brian Antill Collection auction.

"However, both these single owner collections are completely different to this collection. Not just because they are all on the button and ready to hit the road again, but because they are all super rare survivors from a time when the quality of steel resulted in many of them not making it this far!"

The cars will be part of Charterhouse's vintage and classic car auction on October 23. For a full preview of the sale, turn to page 10. ●

JAGUAR SPARES DAY RETURNS

This Sunday (October 19) will see the Jaguar Spares Day head back into Stoneleigh Park, Warwickshire, for its highly anticipated autumn edition.

Set to feature over 100 exhibitors from across the UK and beyond, the show will host renowned Jaguar parts suppliers, restoration gurus, and dedicated autojumblers, plus fellow enthusiasts sharing their treasure troves of rare spares.

The event will run in conjunction with the popular Jaguar Breakfast Club gathering. Gates open at 10am until 4pm – see jaguarsparesday.co.uk for more details.

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NEW CLUBS CONFIRMED FOR NEC

An impressive 16 clubs will make their maiden appearance at the Classic Motor Show next month, with the Ford Escort MII RS1800 group, dedicated to the iconic model shown here, among them.

The organisers of the Lancaster Insurance Classic Motor Show have confirmed the list of 310 motoring clubs that will be showcasing their members' vehicles at Birmingham's NEC from November 7-9. The spotlight will be on the 16 vehicle clubs making their NEC show debut, which will further serve to exemplify the diversity and richness of the classic car community at the traditional season finale.

Among the newcomers, visitors can expect a range of intriguing exhibits, such as the Ford Escort MkII RS1800 group, showcasing one of rallying's most iconic cars, and the Post Office Vehicle Club, which offers a nostalgic journey into the history of utility vehicles.

Meanwhile, the Triumph Razoredge Owners' Club shines a light on elegant mid-century luxury, while the Shenstone & District Car Club highlights a local dedication to motorsport culture.

Show Director Lee Masters said: "Once again we were inundated with applications for club stands. We have worked hard to create a diverse 'garage of motoring heritage that will interest and entertain petrolheads of all ages."

While a high percentage of the clubs are returning to the NEC, they won't be bringing the same cars as all the exhibiting clubs are asked to bring different vehicles than in previous years to ensure there are exciting new displays and rarities for visitors. To add to the spectacle, many clubs are celebrating a significant anniversary for their marque or for the organisation itself, such as the MG Car Club who will be getting the party started for their 95th birthday.

Find all the ticket options and sign up for the newsletter via on the show's website,necclassicmotorshow.com.

CHINESE MODELS THRIVE AS PREMIUM PLAYERS STRUGGLE

The UK's new car market surged nearly 14 per cent in September, according to the latest figures from the Society of Motor Manufacturers and Traders (SMMT) – but behind the headline growth lies a dramatic reshaping of the industry's heritage and buyers' loyalty to traditional brands.

Commenting on the results, Stuart Masson, Editorial Director of The Car Expert, said the data reveals a "seismic shift" in market dynamics, with Chinese manufacturers rapidly overtaking established European names. Of the 38,000 additional cars registered last month compared with September 2024, around 27,000 came from just three Chinese groups: BYD, Chery (including Omoda and Jaecoo), and MG.

BYD alone sold more than 11,000 cars in September, surpassing Renault and closing in on Vauxhall, Peugeot and Nissan. Meanwhile, new entrants Omoda and Jaecoo have outsold long-standing brands such as MINI, Mazda and SEAT. MG – once a quintessentially British marque – now ranks as the UK's eighth best-selling brand, under Chinese ownership.

In contrast, traditional premium players are faltering. Mercedes-Benz registrations fell 13 per cent year-on-year, Nissan dropped 7 per cent and Land Rover – victims of a cyber attack –plunged almost 30 per cent.

Masson warned that British car buyers are becoming "far less loyal to old badges," opting instead for well-equipped, affordable, and readily available new models — many of them from China.

"The danger for legacy manufacturers is clear: rely on heritage alone and you'll be overtaken," Masson said. "This is the beginning of a new era for the global car industry, and China is in charge."

The Chinese car industry has come a long way since producing rebranded Austin Maestros in the early 2000s.

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BTCC DRIVER TO STAR AT AUCTION EVENING

Manor Park Classics has announced it will host its second Platinum auction next month, with touring car star Anthony Reid as a star guest.

The event will take place from 5pm on Wednesday, November 12, at the firm's headquarters in Runcorn, Cheshire. As a Platinum auction, this will be an evening event concentrating on high-value sports cars, performance cars, classics and race cars exceeding £40,000 in value.

The event will incorporate 'An Evening with Anthony Reid', with the legendary touring car driver being interviewed on-stage by former BBC Top Gear presenter Steve Berry prior to the auction. Complimentary drinks and refreshments will be provided.

Founder, chairman and CEO Stephen J. Ashworth said "Our Platinum auction format creates an event that brings people together and engages and contributes to the wider community of enthusiasts. This event is more than just an auction, it's a celebration of our community, and the passion that drives the classic vehicle world."

More information can be found via manorparkclassics.com.

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PREVIEW WB & SONS, OCTOBER 25

WB & Sons' regular auctions return with an October 25 sale at the firm's Newcastle upon Tyne base. There were already 131 entries at the time of writing, with more set to be added ahead of the big day.

Rarities and former street furniture feature prominently, especially the latter, with several Festival of the Unexceptional candidates set to go under the hammer. A 1995 Fiat Panda with the 1.1-litre engine and CVT gearbox shows only 39,000 miles, and could make a great starter classic at an estimated £3000-£4000. It's joined by a 2000 Suzuki Swift 1.3 that has covered just 17,000 miles in the hands of its sole owner from new, and is guided at £2000-£3000. Or how about a 1990 Rover Metro that shows only 12,000 miles, and is offered with no reserve?

Continuing the theme is a 1989 Maestro Van, which is in tidy condition and displays 20,000 miles, justifying a £3000-£5000 estimate. Our favourite, however, has to be a 1980 Vauxhall Chevette in exceptional condition. A rare Sun Hatch special edition, it comes with plenty of extras over a standard model and is expected to change hands for £8000-£10,000, having covered only 37,000 miles from new.

Fords also get in the act, and not necessarily hot ones. You will find a 1989 Sierra Sapphire Cosworth estimated at £18,000-£22,000, but also a humble 1976 Escort 1.3 GL in red that's been given a £6000-£7000 guide. And if you want a Blue Oval that's powerful but more a tourer than a road burner, a 1980 Mk3 Capri Ghia 3.0 with automatic transmission could fit the bill at an expected £16,000-£20,000.

For those looking to be part of the custom VW scene, a 1980 Jetta lowered on wide alloys that was supplied new in South Africa is guided at £3000-£5000, and a de-bumpered 1970 Karmann Ghia is modestly estimated at £5000-£7000. But if they don't appeal, how about a 1991 Volkswagen Caddy Sport? It's an incredibly rare model with a 1.8-litre fuel-injected engine that's reckoned to be one of five examples left on UK roads, and is guided at £10,000-£15,000.

Other rarities include a 1966 Renault Caravelle, a 1966 Fiat 1500L, a 1934 Triumph Gloria and a 1961 Humber Hawk. Naturally, there's some sporty prestige too, with a 1954 Jaguar XK140 fixed-head coupe that could go for as much as £45,000 joined by a 1970 E-Type FHC and couple of Mk2s. If that's not enough, a 1991 Ferrari 348TB is estimated at £62,000-£68,000.

For the full catalogue of entries, head to wbandsons.com. ●

A simple, basic commercial that used to be everywhere but is now a rare sight, this 1989 Austin Maestro Van shows just 20,000 miles on its odometer and is in very tidy condition given its age and intended purpose. It's expected to change hands for £3000-£5000.

Rarely seen in such original, unmodified condition, this UK-specification Subaru Impreza WRX was bought new by its sole owner in 2003 and has been treasured ever since. It's covered just 31,000 miles and has a large history file, justifying the £15,000-£18,000 estimate.

Powered by the 3.0-litre Essex V6 and featuring an automatic gearbox, this 1980 Ford Capri Ghia looks like an excellent classic grand tourer. Largely tidy throughout and complete with a bulky history file that includes a £3000 bill for an engine rebuild, it's estimated at £16,000-£20,000.

A rare 'Sun Hatch' edition, this immaculate 1980 Vauxhall Chevette comes with extras over the standard model including a Britax sunroof, tinted glass, a retractable aerial, sports wheels, front head restraints and more. It's covered just 37,000 miles and is guided at £8000-£10,000.

Presented in very original condition and sold with a large history file that even includes details of journeys, fuel fill-ups and oil changes, this 1957 Austin A35 is a charming example that shows 70,000 miles. It's expected to change hands for £4000-£5000.

The Volkswagen Caddy Sport was a factory model that endowed the pick-up variant with a 1.8-litre fuel-injected engine, lowered suspension and a subtle bodykit. This lightly customised 1991 example is thought to be one of just five left on UK roads and is estimated at £10,000-£15,000.

Owned by the vendor for 10 years, this 1934 Triumph Gloria saloon boasts the optional 1232cc engine and has been treated to a sympathetic restoration that has retained much of its originality. A rare sight, it's estimated at £10,000-£15,000.

One of several starter classic contenders in the sale, this 1995 Fiat Panda CLX has the larger 1108cc FIRE engine coupled with CVT transmission. It's covered only 39,000 miles and is expected to sell for £3000-£4000.

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PREVIEW CHARTERHOUSE, OCTOBER 23

Charterhouse will host its final vintage and classic car auction of the year at the Haynes Motor Museum on October 23, with the catalogue set to be one of the most eclectic yet. The entry list ranges from a 115-year-old Swift 7hp through to a 2008 Aston Martin V8 Vantage, but also includes a host of further pre-war cars, rare Italian exotica, former street furniture and even a 1950s milk float.

Joining the 1910 Swift are no fewer than seven more pre-1939 cars, including a 1924 Bullnose Morris, a 1928 Austin 12/4 2-4 Seat Special Tourer estimated at £7000-£9000, a couple of Austin Sevens, a 1934 Jensen Wolseley Hornet Special and a very rare 1935 Frazer-Nash BMW 319 Cabriolet, which could go for as much as £25,000. Post-war stars, meanwhile, include a 1948 Bristol 400 estimate at a very tempting £10,000-£12,000, a 1954 Land Rover Series 1, a 1952 Austin A90 California Coupé guided at £7000-£10,000 and an 803cc Morris Minor dating from 1955. Then there's the aforementioned milk float, a 1956 Austin-Morris J Type that has made guest appearances in the *Heartbeat* TV series, and is estimated at £12,000-£14,000.

Moving forward a decade, a couple of wonderful Mini estates are also included. A green 1965 Austin Countryman with the optional wood trim has been fully restored by Somerford Mini, and it's expected to change hands for £10,000-£15,000. A red 1967 Morris Traveller, by contrast, is an all-steel model and has had just one owner from new. It's recently been recommissioned and is estimated at £15,000-£18,000. From the same BMC/BL umbrella comes a pair of rare C-Series powered classics, too – a 1968 MGC GT is guided at £10,000-£12,000, and a 1971 Austin 3-Litre estimated at £8000-£10,000.

Elsewhere, a couple of Japanese rarities include a 1973 Toyota Corolla imported from sunny Portugal, and a 1992 Subaru 'Brat' pick-up estimated at a modest £2500-£3500. There's also a 1993 Toyota Hi-Lux, complete with a full kit for wading.

Also of huge interest is a collection of Italian or Italian-influenced classics (see page 5), featuring a 1971 Lancia Fulvia 1.3S Zagato Coupe estimated at £15,000-£18,000, a couple of Lancia Flavias and a quartet of Fiats comprising a 1971 Fiat 2400 Bertone Coupe that could make as much as £60,000, a 1973 130 Coupe predicted to sell for £6000-£8000, a 1981 131 Supermirafiori 2000TC Abarth Volumetrico estimated at £15,000-£18,000, and 1969 125B Special by Vignale, guided at £30,000-£35,000. From the same stable also comes a Citroën SM and a 1975 Peugeot 504 Coupe.

For the full entry list, head to charterhouse-cars.com. ●

How about this for a bit of former street furniture? This 1988 Ford Escort 1.6 GL shows approximately 38,000 recorded miles and has been part of a private collection. It will need some recommissioning work but is estimated at a relatively modest £2500-£3500.

Fans of American classics could be keen on this 1952 Packard 'Straight Eight' Saloon, which looks great in metallic Brewster Green with a grey cord-style interior. Only for sale due to a lack of use, it's estimated at £10,000-£12,000.

This 1972 Citroën SM is part of a large collection of classics with an Italian connection – in this case its Maserati-sourced engine. Resplendent in metallic gold, it's impressively original throughout and is expected to command £35,000-£40,000.

Also among the collection of rare Italians is this supercharged Fiat 131 Supermirafiori 2000TC Abarth Volumetrico. This model was made in 1981 only and is number 43 of the 188 cars believed to have been built. It's guided at £15,000-£18,000.

Finished in the classic John Player Special black and gold colour scheme with a cream leather interior, this 1986 Lotus Esprit Turbo S3 has covered just 33,500 miles and comes with an extensive history file. It's estimated at £35,000-£40,000.

One of two C-Series-powered classics in the sale alongside an MGC GT, this 1971 Austin 3-Litre was subject to a full body, engine and gearbox rebuild some four years ago, with photographic documentation. It's guided at £8000-£10,000.

The red 1967 Morris Mini Traveller is an all-steel model without the decorative wood (unlike on the Morris Minor Traveller, the timber was not structural). It's had one owner from new, sadly now deceased, and has been a Devon car all its life. It's estimated at £15,000-£18,000.

A coveted C-spec car from the penultimate year of production, this 1963 Daimler SP250 'Dart' has been treated to much expenditure and hard work, and comes complete with a rare hard top. It's expected to change hands for £24,000-£28,000.

Austin 7 Top Hat

CHARTERHOUSE
Auctioneers & Valuers

Bristol 400

Bullnose Morris

Citroen SM

Edwardian Swift 7hp

Fiat Dino 2400 Bertone

Frazer-Nash BMW 319

Jaguar Mk VII

Jaguar XK150 SE

Lancia Fulvia 1.3S Sport

Land Rover Series II

Lotus Esprit Turbo S3

Manual Corvette C3

Morris Mini-Minor

Packard stright 8

Riley TT Sprite replica

Rolls-Royce Silver Spirit

SL500 Mille Miglia

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SWVA CLASSICS

AUTUMN CLASSIC & PERFORMANCE AUCTION

LOT 68 - 1972 LANCIA FULVIA 1.3 S
EST: £9,000 - £11,000

LOT 83 - 1992 TOYOTA MR2
EST: £2,250 - £3,250

LOT 71 - 2000 GINETTA G20
EST: £7,600 - £9,600

LOT 77 - 1977 MERCEDES 280E W123
NO RESERVE

LOT 80 - 1958 MG MAGNETTE ZB VARITONE
NO RESERVE

LOT 74 - 1982 CITROEN 2 CV6
EST: £3,500 - £4,500

LOT 9 - 1987 BMW M5
NO RESERVE

LOT 76 - 1968 VOLKSWAGEN BEETLE 1300
EST: £4,000 - £5,000

LOT 63 - 1975 FORD ESCORT MK 1 PANEL VAN
EST: £7,000 - £9,000

LOT 79 - 1997 MERCEDES SL 320
EST: £4,000 - £5,000

LOT 49 - 2005 PORSCHE CAYMAN 3.4 S
EST: £6,500 - £7,500

LOT 6 - 1989 BMW K100 RTIC CAFE RACER
EST: £500 - £1,500

LOT 89 - 1975 TRIUMPH SPITFIRE 1500
EST: £4,000 - £5,000

LOT 82 - 1993 MERCEDES E220 ESTATE
EST: £5,000 - £7,000

LOT 100 - 1965 ROVER P5 3 LITRE COUPE
EST: £4,000 - £5,000

LOT 88 - 1971 LOTUS ELAN +2
EST: £10,000 - £12,500

LOT 61 - 1933 AUSTIN SIX WESTMINSTER
SUBMIT HIGHEST BID

LOT 70 - 1974 SUZUKI GT750
EST: £3,000 - £4,000

LOT 62 - 1998 BENTLEY ARNAGE
EST: £9,000 - £11,000

LOT 55 - 1980 ROLLS ROYCE SILVER WRAITH II
EST: £5,000 - £6,000

LOT 30 - 1990 MERCEDES 240 GD "WOLF"
EST: £8,000 - £10,000

LOT 87 - 1964 FORD ZEPHYR 6 ESTATE
EST: £7,000 - £8,000

LOT 98 - 1990 LOTUS ELAN M100 SE TURBO
EST: £4,000 - £5,000

LOT 22 - 1966 INNOCENTI LAMBRETTA SX200 REPLICA
EST: £1,500 - £2,500

LOT 91 - 1988 FIAT X1/9 BERTONE
EST: £7,500 - £8,500

LOT 90 - 2000 AUDI RS4 AVANT
EST: £13,000 - £15,000

LOT 95 - 1992 MAHINDRA INDIAN CHIEF
EST: £2,500 - £3,500

LOT 24 - 1995 JAGUAR XJ 4.0 SOVEREIGN
EST: £1,200 - £2,200

LOT 18 - 1980 DAIMLER 4.2 SOVEREIGN
EST: £2,250 - £3,250

LOT 81 - 2003 SMART ROADSTER BRABUS CONV
EST: £2,000 - £3,000

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LOT 94 - 1969 LINCOLN CONTINENTAL MK III
EST: £8,000 - £10,000

LOT 65 - 1968 FORD MUSTANG 302
EST: £12,000 - £14,000

LOT 66 - 1978 MG B ROADSTER
EST: £3,000 - £3,500

LOT 54 - 1984 ROVER SD1 2600 VANDEN PLAS
EST: £4,500 - £5,000

LOT 53 - 1964 WOLSELEY HORNET MK II
EST: £6,000 - £7,000

LOT 41 - 1981 LAND ROVER SERIES III 88" 4 CYL
EST: £4,500 - £5,500

LOT 46 - 1947 ARMSTRONG SIDDELEY HURRICANE
EST: £9,000 - £11,000

LOT 36 - 1955 STANDARD TEN
EST: £4,000 - £6,000

LOT 17 - 1967 TRIUMPH HERALD 1200
EST: £2,000 - £2,500

LOT 13 - 1978 CADILLAC COUPE DE VILLE
EST: £4,000 - £5,000

LOT 57 - 1970 ROVER P5B 3.5 LITRE
EST: £5,000 - £7,000

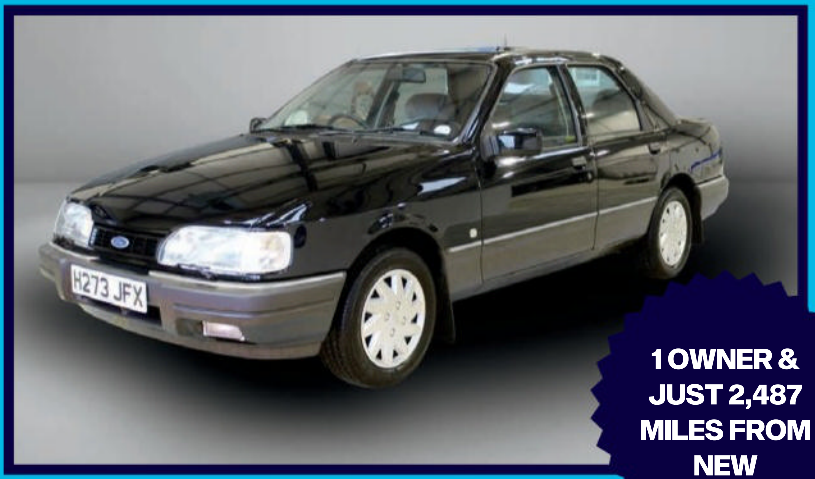
LOT 56 - 1967 MG B GT
EST: £4,000 - £5,000

LOT 47 - 1985 FORD SIERRA XR4X4
EST: £4,500 - £5,500

LOT 93 - 1985 FORD ESCORT CABRIOLET
EST: £2,500 - £3,500

LOT 44 - 1987 AUSTIN MINI 1000 CITY E
EST: £5,500 - £6,500

PICK OF THE WEEK


1 OWNER & JUST 2,487 MILES FROM NEW

LOT 2 - 1990 FORD SIERRA SAPPHIRE GLS
NO RESERVE

LOT 64 - 1977 FORD ESCORT RS MEXICO MK 2
EST: £18,000 - £20,000

LOT 52 - 1971 TRIUMPH TR6
EST: £5,000 - £7,000

LOT 41 - 1972 ROVER P6 2000 TC
EST: £3,500 - £4,500

LOT 20 - 1982 MERCEDES G-WAGEN 300 GD M2
EST: NO RESERVE

LOT 43 - 1976 MERCEDES 350 SL
EST: £5,500 - £6,500

LOT 75 - 1969 JAGUAR E-TYPE SERIES II 2+2
EST: £25,000 - £30,000

LOT 39 - 1979 MG B ROADSTER
EST: £2,500 - £3,500

LOT 37 - 1967 MG MIDGET
EST: £3,000 - £4,000

LOT 42 - 2003 BMW M3 CONVERTIBLE
EST: £6,000 - £7,000

LOT 32 - 2006 PORSHCE BOXSTER (987) 2.7
EST: £5,750 - £6,750

LOT 35 - 1974 MARLIN ROADSTER
EST: £1,500 - £2,500

LOT 45 - 1926 FORD MODEL T TWO SEATER
EST: £7,500 - £8,500

Classics

At Hobbs Parker Car Auctions

SUBARU IMPREZA WRX-STI PRODRIVE

MERCEDES 230 SL

BENTLEY CONTINENTAL R

AUSTIN HEALEY SPRITE

ALFA ROMEO 159 TI TBI

CITROEN AK400 Van

PORSCHE 911 CARRERA 2 TIPTRONIC S

TRIUMPH TR2

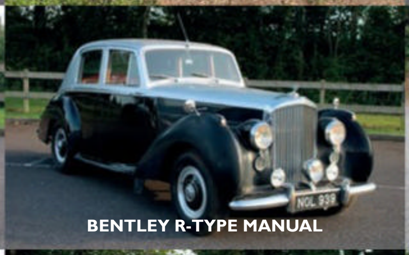
BENTLEY CONTINENTAL GTC AUTO

JAGUAR XK8 CONVERTIBLE AUTO

BMW 2000 CS

LOTUS ELISE 111S

MG MIDGET 1500 SEBRING


BENTLEY R-TYPE MANUAL

BUICK WILDCAT CUSTOM 4 DOOR

BENTLEY ARNAGE T AUTO

FORD F100 PICK UP

PORSCHE 928 S4 AUTO

LOTUS ELAN S4

AUDI TT QUATTRO SPORT 240

MG TD

FORD CORTINA 1500 GT

BENTLEY MKVI STANDARD STEEL SALOON

CATERHAM SUPER 7 - 40TH ANNIVERSARY

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OCT

15

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ALL UP FRONT

These late '90s and early 2000s front-wheel drivers are renowned for their excellent, critically acclaimed handling characteristics, but how are they performing in terms of market value?

HONDA INTEGRA TYPE R (1995-2001)

The coupe-bodied Honda Integra Type R (DC2) is a prominent part of the conversation when it comes to front-driven '90s icons. Launched in Japan in 1995 and made available in the UK from 1997, the Integra Type R featured the B18C 1.8-litre engine with Honda's VTEC twin-cam technology – good enough to produce 187bhp (197bhp in Japanese-spec) and spin to just shy of 9000rpm.

Honda also went to great lengths to anoint the Type R with sharp handling, giving it a reinforced chassis with extra welds and thicker metal, while reducing weight with lighter wheels, thinner glass, and less sound insulation. With a close-ratio gearbox and a limited slip differential also added, the result was a four-seat performance car that was praised for its driving purity.

UK cars were only sold in limited numbers for a three-year period, and are identifiable by their four individual headlamps, while JDM cars had simpler one-piece units. UK cars came only in Championship White at launch, paired with red Recaro seats. Later runs added black or red exterior paint, plus black Recaros.

Gone are the days where you could pick up a half-decent example for £4500 in the early 2010s. Five figures became the entry point at the end of the decade, and as of 2025, most useable UK cars sit in the £15,000-£20,000 range, though we have seen a couple of tidy JDM imports sell a little cheaper – including £10,580 for a 1997 car at Manor Park Classics. Concours-level cars with low mileage and full provenance can now breach the £30,000 mark.

Huge provenance

PEUGEOT 306 GTI-6 (1996-2001)

Sharply styled, well-priced, practical and comfortable, Peugeot's 306 family hatch had plenty to recommend it, but its nimble chassis begged for more power. The real excitement in the range came with the introduction of larger engines, particularly the 2.0-litre XU unit. In its eight-valve form, this engine powered the XSi model, while the addition of a 16-valve head created the punchier S16 variant.

Interestingly, period road tests often favoured the XSi over the S16. Despite being down on power, it delivered its performance more easily and was less frantic at high revs. That changed, however, with the arrival of the GTi-6 in 1996, launched alongside the facelifted 306. This was the car that truly lived up to Peugeot's hot hatch heritage and even took things up a notch, with power jumping from 155bhp to 167bhp and more torque. But what really set the GTi-6 apart was hinted at in the name: a six-speed manual gearbox. Few non-exotic cars offered six gears, and the GTi-6's closely spaced ratios made it easier to tap into its performance, enhancing its reputation as a proper driver's car. Lowered suspension, beefier brakes and big five-spoke wheels complemented a subtle bodykit to make the handsome 306 even more stylish, while its tenacious grip and playful handling made for a hugely fun driving experience.

Sadly, such appeal saw many 306 GTIs ruined or written off, and survivors are now rare, with fewer than 250 thought to be licensed. A decade ago, £4000 might've been enough to buy a nice one, but though we saw a 1999 example sell for £3800 at Mathewsons in February, £6000-£7000 is now more realistic for a tidy example – a 45,000-mile car sold via a Pistonheads auction earlier this month for £7584. For the very best cars, five figures is possible.

Rare and desirable

MG ZS (2001-2005)

The inclusion of the MG ZS is down to our regular contributor Craig Cheetham, who champions it as one of the best-handling front-wheel drive cars ever. A bold claim perhaps, but there's no doubt it livened up MG Rover's range considerably when it arrived in 2001 as the Rover 45-based model in the firm's new Z-car line-up.

The ZS had more overt Honda roots than the rest of the Z range, with the 45 having been based on the 400, which in turn was based on the Honda Domani, versions of which were sold as the Civic in Europe. However, the ZS power units were Rover ones: the 1.4-litre, 107bhp ZS 110, the 1.8-litre ZS120 and the 175bhp ZS 180 with the KV6 engine. The V6 car was unique in the market and attracted buyers with its V6 exhaust note where competitors ran four-pots. The L-Series diesel was also offered in MG guise as the 99bhp ZS TD 100 and the 111bhp ZS TD 115. As with the other models, the range was facelifted in 2004 when it received revised grilles and bumpers, at which point a new body kit was made optional, inspired by the slatted and vented wings of the short-lived XPower SV supercar.

The ZS was well regarded by contemporary road testers, with its double wishbones at the front and a multi-link rear suspension providing excellent handling, though production would end with the demise of MG Rover in 2005.

A four-cylinder ZS can still be had for under £1000 at auction, which has been the case for around a decade. Nicer examples can make considerably more, however – a 2002 MG ZS 120 sold for £2700 with Hampson Auctions in July, though it had only covered 25,000 miles. The ZS 180 is another matter. They can be found for under £3000, but a really nice example with its belts done can go for a lot more. Within the last 18 months, Anglia Car Auctions had sold both a 2003 and a 2004 facelift car for the same £8640 figure. ●

Premium for V6

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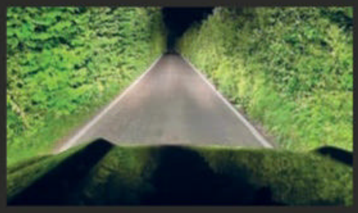

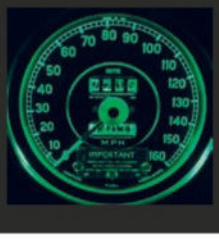

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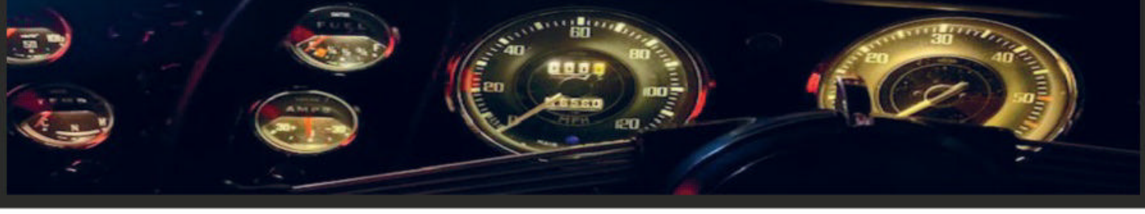

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CRÈME DE LA CRÈME

We look at eight of the most iconic classic cars, and the best versions of them

JEFF RUGGLES
EDITOR

There are many classics that are well-established members of the classic canon – as demonstrated by countless little books that you find in gift shops, as well as the coveted Car of the Century awards that were announced at the end of the last century.

But when it comes to the world's most iconic, coveted classics, which are the best of the best? Here, we've taken eight of the most desirable models and argued the case for which variant is the stand-out. Some are obvious, while some are more open to debate...

MINI

As runner up in the global Car of the Century awards, the Mini's place among the most influential classics of all time is assured. There were countless variants built in factories all over the world, but can be little doubt as to which variant propelled Alec Issigonis' wonder to stardom – the Cooper. Or more specifically, the Cooper S.

With Issigonis a stanch believer that the Mini should be a utilitarian machine for the masses, it was left to others to realise and unlock the Mini's sporty potential. John Cooper, founder of the successful Cooper Car Company race car manufacturer, was a pal of Issigonis and eventually convinced him to consider a 'hot' version. The first Mini Cooper – with 55bhp from its 997cc engine – proved an 85mph-capable runaway success when launched in 1961 and won the British Saloon Car Championship the following year.

Having proved its mettle, thoughts quickly turned to making the Mini even better. While the original Cooper continued, there was to be a more potent Cooper in the form of the legendary S.

Launched in March 1963, the initial 1071cc S produced an impressive 70bhp. Only 1000 were intended, but 4030 were constructed in a year. By that time, the 1100cc racing class had become obsolete, so the S was split into two different models: the special order 970cc model and what would become the definitive S, the 1275cc. The short-stroke 65bhp 970 lasted for only nine months, but the long-stroke 76bhp 1275 would enjoy a much longer life. The 1275 would also be the first 100mph Mini, with a 0-60mph time of just nine seconds.

Like other Minis, the 1275cc Cooper S progressed through to Mk2 form from October 1967, and into the British Leyland era. Cost-cutting was an important focus of new chairman Sir Donald Stokes, and the Works rally team – a big user of Cooper Ss – was one of the casualties.

The Cooper S was allowed to continue in Mk3 form in order to see out the remainder of Cooper's 10-year royalty deal. Even so, a belligerent BL seemed hell-bent on ensuring it sold as few as possible. Save for a few details, the halo model was now all but indistinguishable from the boggo Mini 1000. Only around 1570 examples rolled out of Longbridge before the inevitable happened in August 1971, with BL terminating its agreement with John Cooper. We had to wait until 1990 for a UK comeback, and it was some 15bhp down on the original 1275 S.

Much of the Cooper S's enviable reputation comes from its many motorsport achievements during the 1960s, including the 1965 and '66 European Rally Championships, and the European Touring Car Championships of 1964 and '68.

Inevitably, however, the model will always be most closely associated with the Monte Carlo Rally. The 1071cc Cooper S of Paddy Hopkirk and Henry Liddon romped to outright victory during the 1964 staging. They Cooper S would also win in '65 and '67 following year, and it was only a controversial disqualification over headlamps that saw it lose out in '66.

Such heritage means that, even now, the original Cooper S remains the most desirable and valuable variant among Mini aficionados.

JAGUAR E-TYPE

If there's one car which has appeared on more 'best of British' and 'most beautiful car' lists than any other it would be the Jaguar E-Type. Designer Malcolm Sayer undoubtedly created a stunning shape that looked fantastic in both roadster and coupe forms, and with Jaguar's 3.8-litre XK engine under the bonnet, a legend was born.

Developments over the years saw the 3.8-litre engine was upped to 4.2-litres in 1964, and in 1966 – the year Jaguar merged with BMC – the four-seater E-Type 2+2 was launched. The 'Series 1.5' of 1967 proved to be a warm up for the Series 2 the following year, which featured chunky bumpers wrapping further round the bodywork and the tail lamps repositioned below them. It also had a bigger front intake to suit cars with the newly available air conditioning, and power steering was now an option, too.

In the meantime, the new V12 was under development for the XJ saloon, and after much re-engineering work, it went into the Series 3 E-Type launched in March 1971. All were built on the longer wheelbase of the 2+2, and though some regard it as a dilution of the original hardcore sports car, the refinement and effortless power on tap made the E-Type a wonderful high-speed cruiser. However poor economy amid an oil crisis and US crash regulations saw production end in September 1974.

The most desirable of all the E-Types is the Series 1 roadster, with the first 500-odd 'outside bonnet lock' cars from 1961 the most valued. Early cars also had flat floors, which is a desirable feature for bragging rights but hampers interior space and makes it hard to get comfortable. What's more, the 3.8-litre production cars were generally reckoned not to be as powerful as the carefully prepped press cars, and the early Moss gearbox wasn't the easiest to use.

Instead, we reckon it's the 1964-on 4.2-litre cars that are the best of the bunch. The official power output remained the same at 265bhp but was perhaps a more honest figure, while the larger engine was usefully more torquey. The electrics and seating details were revised too, with the brakes also improved and the car receiving Jaguar's own four-speed gearbox with synchromesh on first gear.

So, while a 3.8-litre car will ooze purity and the later cars have their fans too, it's a 4.2 Series 1 that we'd want. They retain the spirit of the original 3.8-litre cars but are more fun to drive and more comfortable for long distance driving.

MGB

An obvious choice it may be, but few can deny the MGB deserves its place here. After all, it was already an established classic with a specialist network even before production ended in 1980

Certainly, the MGB got off to a flying start in 1962. Syd Enever was the man tasked with achieving the right balance between the driver appeal of a proper sports car and the level of comfort and convenience that buyers of the '60s expected. And that meant doing away with sliding windows and making the new MGB's interior more user-friendly, whilst also swapping the outgoing MGA's separate chassis for a more contemporary monocoque bodyshell. As for its powerplant, the company settled on the well-proven B-series engine, upping the capacity from 1622 to 1798cc.

Original expectations within BMC were for an eight-year career, but with BL unwilling to provide finds for a replacement, it lasted 18 years. The fact that it managed to become MG's best-selling sports car of all time says a lot about its design success, although there were numerous tweaks along the way.

Following the switch from a three main bearing crank to a five-bearing item in 1964 and the launch of the pretty MGB GT coupe variant in October 1965, the next major spec changes came in late 1967 via the Mk2 range. This brought in worthwhile changes like an all-synchromesh gearbox (plus optional automatic transmission for the first time), a revised back axle and an alternator in place of a dynamo.

Other updates occurred in 1969, including the fitment of Rostyle wheels, with the front grille changed for a recessed black version in 1970, only to be switched back to chrome a year later following poor customer feedback – albeit with a black honeycomb insert. In 1973, MG began offering the 3.5-litre B GT V8 too, though that would only last for three years.

Of course, the most controversial MGB update of all came with the 1975 model year and the adoption of large black bumpers made from Bayflex 90 polyurethane, all thanks to American legislation. US rules also dictated a new height for headlights, with BL taking the cheapest route of raising the MGB's suspension by an inch.

But which is the one to have? For years, the so-called rubber bumper cars were looked down upon, but now have their own retro charm, while the V8 appeals for its extra pace and flexibility. Meanwhile, the earliest 'pull-handle' roadsters have their own appeal as the genesis of the model. We also like an early GT, especially on steel wheels.

But for us, it has to be a roadster for the full MGB experience, and we reckon the high point is an early Mk2. You get the all-synchro box and negative earth electrics with an alternator, plus the stronger five-bearing engine that went in during 1964 and the option of an automatic gearbox. However, you still get the traditional colours, chrome and leather trim.

GTI
A651 FEJ

VW GOLF GTI

It's not always the inventor who profits from his idea but the one who popularises it – and the Golf GTI is a prime example. Volkswagen wasn't the first to produce a quick front-driven car, nor was it the first to add a hatchback to the format, but it did manage to combine both elements and bring it to the mainstream so successfully that the GTI came to define a whole new sporting genre.

The Mk1 GTI was available from 1976, with a factory right-hand drive version finally becoming available in July 1979. Shortly afterwards, a five-speed gearbox was standardised, and in 1982 engine capacity was boosted to 1781cc.

The Mk2 GTI of 1984 took the formula and polished it further, made it even more accessible with a five-door version and the powerful 16-valve model, but by then the opposition had upped its game, and it's the Mk1 many remember the most fondly. As the genesis point, it's a bit rawer, a little less clinical and arguably more endearing. The handling is brilliantly in tune with the grip, and while it may not be the fastest thing out there, a good one is brilliant to drive.

The early 1.6 cars with their small rear lights have plenty of appeal, but for our money we'd seek out a five-speed example with the later 1.8-litre engine. More specifically, one of the 1000 or so run-out Campaign editions. This model had the advantage of being based on the most developed and arguably the best GTI, and had virtually all optional extras installed as standard. It was distinguished externally by a quad-lamp front grille, tinted glass, a factory sliding sunroof and Pirelli P-Slot alloy wheels. Colours included metallic Helios Blue and Lhasa Green, but we'd take a red one as nod to the earliest cars.

MERCEDES-BENZ SL

The long-running Mercedes-Benz SL model line can trace its origins to the W194 endurance racer and subsequent 300SL road car, which was launched to huge acclaim in 1954, complete with its trademark gullwing doors.

With its tubular spaceframe and use of fuel injection, the 300SL had a price tag that suited only the most affluent of buyers. But in 1955, along came the 190SL, which shared many elements but used a shortened unitary floorpan modified from the W121 base saloon. A 1897cc four-cylinder in-line engine producing around 120bhp was also used instead of the 2996cc straight-six, and it was now an open-topped design with an optional removable hardtop – the roadster version of its big brother wouldn't appear until 1957.

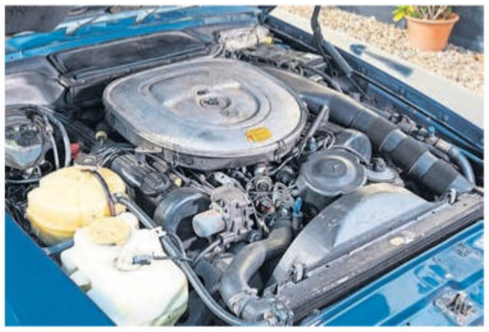
Both models lasted until 1963, appealing widely enough for the company to introduce a more mainstream model in the shape of the beautiful W113. All models were equipped with a fuel injected inline-six engine and a soft top roof, plus an optional double-bubble hardtop roof that saw it nicknamed 'Pagoda'. It was such a success that by the late 1960s no less than half of the production had gone to the USA.

The Pagoda had been based on a shortened W111 saloon platform, but its replacement – the R107 of 1971 – was all-new and much safer. It was some 50 per cent stronger than its predecessor and even had crumple zones, which were still a novelty at the time. The suspension was much more advanced, and so was the interior. Power was now courtesy of a 3.5-litre V8 engine, with a straight-six added from 1974. By the early 1980s, there was a 5-litre V8 too.

After 18 years, the R107 story ended with a credible 300,175 units sold. The advanced new R129 SL moved the game on again in 1989 and was more of grand tourer, with the R230 appearing in 2003 and the R231 following in 2011.

As to which is best, it's hard to call, but the leading contenders tend to be the R107 and the Pagoda. The latter is beautifully styled, but the trade-off is that relies on older technology than its successor and can be more expensive to buy and restore. We'd therefore take a little hit on appearances and go for a post-1985 R107. These gained a galvanised bodyshell in the interests of improved corrosion protection, and the suspension was recalibrated for a more sporting demeanour.

A 500SL gives you 245bhp, but the late 420SL isn't far behind with 218bhp, while the 3.0-litre straight-six is good for 188bhp and is often though as the sweet spot when it comes to balancing performance, handling and economy. If we must choose, however, then it's got to be the 500SL.



CITROËN DS

Citroën was no stranger to amazing the public with its forward-thinking designs. The Traction Avant had shocked and impressed in equal measure back in 1934, while the 2CV of 1948 combined innovation and individuality with sheer practicality. Even so, the world would still be bowled over by what Citroën unveiled in Paris in 1955 – the jaw-droppingly daring DS.

Styled by Flaminio Bertoni, the DS used the Traction Avant's engine, but every other aspect of its technology was light years ahead of the competition – not least its unique hydraulics powering the suspension, clutch, transmission and steering. Even the structure of the car was unusual, its skeletal design having bolt-on body panels attached for ease of construction and repair.

By the close of business on the first day of the 1955 Paris Salon, more than 12,000 orders had been placed – a world record for any motor show debut at the time. The line-up was soon expanded too, with a cheaper new ID19 derivative arriving in 1956, followed by the all-important Safari (estate) in '59. The luxurious new DS Pallas arrived in 1964, featuring equipment levels never seen on a French production car, and as the years went by, the initially disappointing engine situation improved. A five-bearing 1985cc unit arrived in 1966, followed by 2175cc and 2347cc alternatives for extra power and refinement.

From an onlooker's point of view, however, the biggest DS change occurred in 1967 when the whole front end was redesigned, incorporating a sleek new look with glass headlamp covers. Famously, the headlamps themselves turned with the steering. Even when the last example was produced in 1975, the DS was still seen as technically superior to many cars a fraction of its age.

When it comes to the most superior, it's another tricky call. The rare convertible models command vast sums and the estate versions are cavernous. But while the DS was never about its engine, it's the DS23 in top-spec Pallas trim that arguably marks the ultimate iteration of the Goddess. Launched in 1972 and producing 130bhp in its most potent fuel-injected form, it was capable of almost 120mph and arguably saved the best until the 11th hour. Granted, you get 85-90 per cent of the same experience with the entry-level ID or later D Spécial and D Super models, but there's nothing wrong with full indulgence.

PORSCHE 911

This one is surely the most difficult of all. There have been eight generations of the Porsche 911 since it was first launched in 1964, with the blend of sublime dynamics and world-class engineering with iconic looks and bombproof build quality still hitting the spot today.

Synonymous with desirable sports cars for over 60 years now, the 911 was the successor to the 356. The 901, as it was initially known before Peugeot forced a name change, was a sleek 2+2 coupe powered by a rear-mounted, air-cooled, 2.0-litre flat-six boxer engine that produced a healthy 128bhp.

Over the years, there have been various changes to the concept. Water-cooled engines were introduced with the 996 series in 1998, and the suspension was heavily revised too. But which is best? There is certainly no shortage of options. The original model scores for being the genesis point, while the iconic, lightweight 2.7 Carrera RS of 1973 is a halo car for the earlier models – though you could need over half a million pounds to buy one.

For the 1975 model year, Porsche introduced the first production turbocharged 911, called the 930 Turbo. Based on the second-generation G-Series model, it was incredibly rapid in the right hands, but tough to handle and its peaky power delivery went a long way to earning the 911 its 'widow maker' reputation.

Another contender is the 964 RS, which continued the lightweight theme into the early '90s, but being based on the Carrera Cup race car, is a bit too hardcore for the road. And much as we like the later 996-on water cooled models, which are excellent, peak 911 surely has to be air-cooled.

Which lands us on the 1994-1997 993 model. It has the classic looks, small dimensions, air-cooled engine and feel of the original car, but combined with modern technology like twin-turbocharging and the multi-link rear suspension that tamed the 911's handling. You can imagine the sigh of relief from loyalists as they took their first drives in a 993.

There was the Turbo, Turbo S, RS and GT2 as rarer halo models, but these are six-figure cars now, and the GT2 far closer to seven. The Carrera 4 S of 1996 and the later rear-wheel drive Carrera S of 1997, meanwhile, shared the Turbo model's bodyshell, but used the naturally aspirated engine. You'll likely pay £70,000 or more, but as an all-rounder with all factors considered, it could be the one to have.

FORD ESCORT

Including a classic Ford was a must, and few can be more iconic than the original rear-wheel drive Escort. Created as a replacement for the Anglia 105E, the Escort was developed in cooperation with Ford of Germany and saw various layouts were tried, including front-wheel drive. Eventually though, the tried-and-tested approach won the day and the layout of the Anglia was carried over: rear-drive with a longitudinal engine, a leaf-sprung live rear axle and front MacPherson struts.

Like many commercially successful Fords, the Escort didn't possess any single unique attribute – the genius was in the way it was designed with the customer in mind and then costed, priced and marketed in a textbook way. Motorsport played a key role, with the Mk1 and the Mk2 perhaps know best known for their exploits either on track or very sideways through forest stages.

More exotic versions began as early as 1968 with the Lotus-powered Twin Cam, with the RS1600 introducing the Rallye Sport brand to the UK in 1970. The Mexico was a tamer, more road-orientated version, while the RS2000 added the 2.0-litre Pinto engine to the mix for over 100bhp but without the BDA-powered RS1600's highly strung nature. In Mk2 guise, the RS1800 took over as the rally weapon, and there was a short-lived RS Mexico too. The RS2000, meanwhile, gained a 'droop snoot' front end.

The Twin Cam, RS1600 and especially the RS1800 are the most sought-after, but for us, the best blend of purity, reliability and looks is the Mk1 RS2000. A good one won't be cheap, but as the forerunner for the modern, big-engined hot hatches, there's a lot to like. ●

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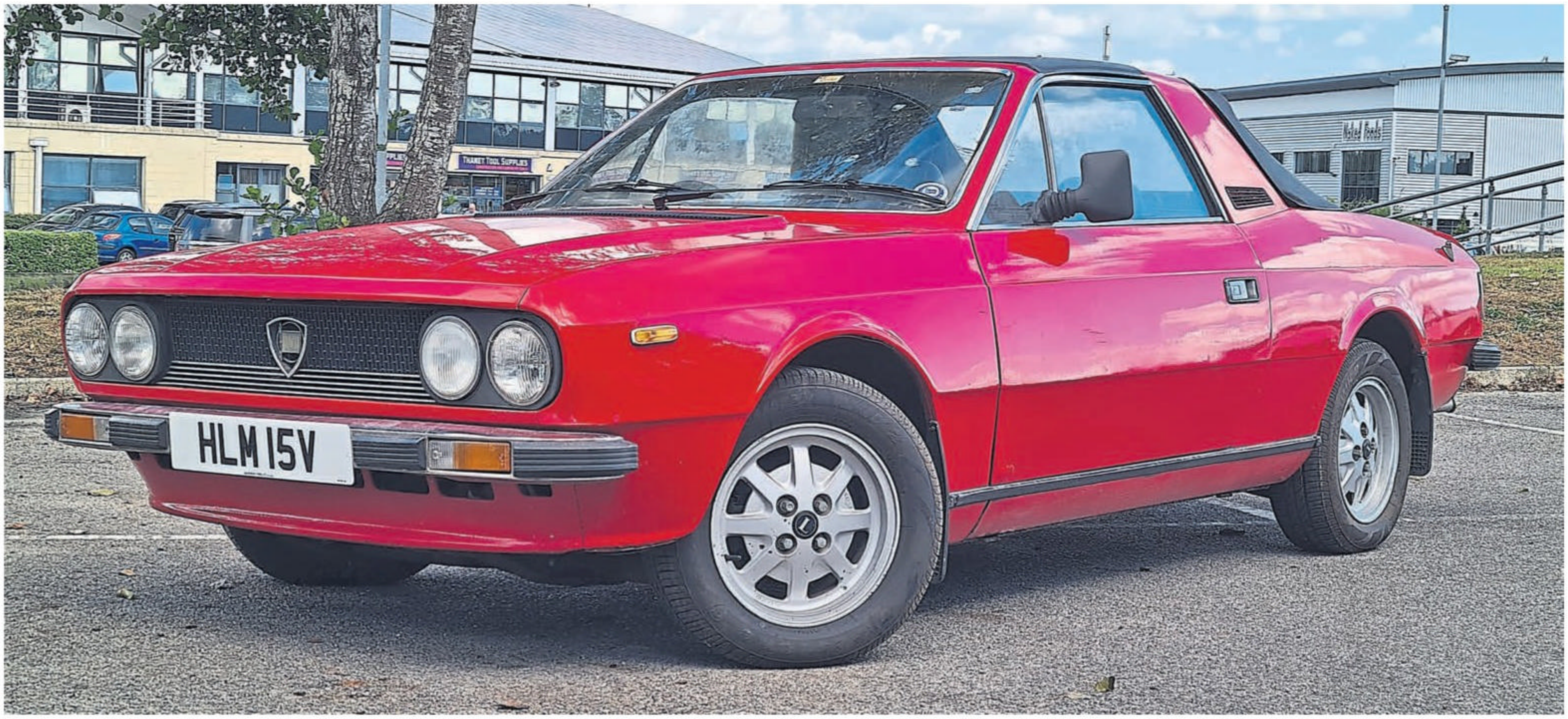
BETA TEST

So few Lancia Betas survive, that hardly anyone knows if behind that rusty reputation, the car itself was any good. Joe samples a Spider to find out



JOE MILLER
HEAD OF VIDEO

After the Lancia Fulvia made such a splash, the Italian marque was eager to keep that momentum rolling into the 1970s. Its aim was simple: a small, stylish saloon that looked exotic, drove well, and could rack up rally wins. Lancia revisited its pre-war tradition of using Greek letters to denote its models, but went straight to Beta – it had used Alpha before, but was now wary of the confusion it might cause with Alfa Romeo's products.

Fiat, which had recently taken a controlling stake in Lancia, wanted the new car to be cheap and cheerful, using as many existing Fiat parts as possible. That meant the Beta shared Fiat's twin-cam engine, bits of electrical gear, and plenty of other mechanical components. But Lancia wasn't going to let a tight budget ruin their vision. By 1972, the smart-looking Beta was revealed, looking like a modern hatch despite being a saloon. A markedly different coupe version followed in 1973, with the Spider revealed the same year.

TECH SPEC

1979 LANCIA BETA 2000 SPIDER

ENGINE: 1995cc, 4cyl
POWER: 113bhp
TOP SPEED: 117mph
0-60mph: 9.5secs
ECONOMY: 29mpg
GEARBOX: 5-spd manual

The styling was a real success – Fiat's design team delivered a car that was elegant, classy, and unmistakably Italian, with touches of chrome to make it feel a cut above. This 1979 car is being offered by Hobbs Parker Classic Auctions, with bidding ending tomorrow (Thursday October 16). It shows its years somewhat, with surface rust in places, slightly faded red paint and the odd ding, but the Beta still looks effortlessly exotic – and driving it around, you can't help but notice the admiring glances it attracts.

Inside, that sporty, exotic feeling continues – low seats, a chunky leather-wrapped steering wheel and a cockpit-esque cabin that feels both comfortable and genuinely special make it clear this isn't any family car. The snapped indicator stalk and broken radio do little to detract from the experience, while that removable targa roof appears leak-free, and would make a summer's evening absolute magic when removed.

ON THE ROAD

Eager to sample this rarity, I fired up the feisty twin-cam engine, with Ashford echoing to the rorty, tuneful exhaust note and pleasing induction noise from the engine itself. A glance at the tech spec speaks of a genuinely quick car for its class and age, and its low weight means the Beta still feels brisk today, with sharp throttle response and a motor only too happy to be revved hard in the typical Italian fashion. The sound insulation isn't exactly thick, so every stab of the throttle also offers a nice burble from the exhaust and the odd pop on the overrun. Quick and tuneful, the Beta is an event even at everyday speeds, and the five-speed gearbox, although slightly rubbery in feel, allows you to keep the eager twin-cam motor on song.

The underpinnings deliver too

HLM 15V
2000
HOBBS-PARKER Car Auctions
THE STOCK POT

– four-wheel disc brakes mean excellent stopping power that stands this 1050kg car on its nose, while all-round independent suspension means nimble, chuckable handling. Purists will bemoan the lack of rear-wheel drive, but the Beta feels planted, responsive, grippy and light on its feet – you can't slide it around like a Stratos, but it's still great fun on a winding road with its weighty steering and feeling of lightness. It even rides well, soaking up damaged Kent roads with the right amount of feedback for a sporty car. The Beta is exactly the sort of car that makes you smile for no reason other than that it's simply enjoyable to drive. Here was a car that was stylish, fun, charismatic, and unmistakably Italian – what could possibly go wrong?

CCB VERDICT

Sadly, as we know, absolutely everything. The Beta was built from steel that Fiat had allegedly sourced from Russia in exchange for building the Lada factory. Regardless, it was thin, poorly stored, and practically unprotected against corrosion. The result was catastrophic rust, sometimes just months after a car left the showroom. And this wasn't just cosmetic – front subframe mounts could rot, putting the engine and suspension at risk, while the rear chassis legs and mounts could deteriorate dangerously. These were real safety issues, not just a few scabby panels.

The media, as expected, had a field day. By 1983, Lancia was forced to recall virtually every Beta – offering owners replacements and scrapping the originals. The brand that had once been synonymous with Italian style, rally wins, and innovation was suddenly associated with rust and unreliability. Even when Series Two Betas were built from proper steel and came with a six-year anti-corrosion warranty, the damage was done. Lancia's reputation had taken a hit it never fully recovered from.

Yet, surviving examples, show just how brilliant the Beta actually was, and is. It's still gorgeous, characterful, and fun to drive. The engine is lively, the handling sharp and engaging, and the whole car has an undeniable presence.

The Beta's story is one of lost potential. With better materials, it could have joined Lancia's celebrated catalogue of classics, rally winners, and collectible legends. Instead, its rust problems overshadowed everything else, leaving the marque's later cars tainted by association. Today, Lancia is a shadow of its former self, producing forgettable rebadged Fiats.

The Beta is a real delight though. It's stylish, exotic, fun to drive, and unmistakably Italian. For anyone lucky enough to find a surviving example, it's a rare chance to experience a car that still delights, thrills, and puts a smile on your face. This example will likely find a new home tomorrow, so get your bid in quick to secure an example of a near-extinct gem. ●

CONTACT

Hobbs Parker Car Auctions,
Ashford, TN24 0HB
☎ 01233 506266
✉ hobbsparker.co.uk

MODEL HISTORY

Launched in 1972, the Beta was Lancia's attempt to combine Italian style with modern engineering to rival the likes of BMW. Available initially as a fastback four-door saloon, then a coupe, a convertible and the HPE three-door sporting estate, it blended feisty twin-cam power with nimble handling, courtesy of all-round independent suspension and four-wheel disc brakes. The Beta name was also used on earlier versions of the Montecarlo and Trevi, but was later dropped on both.

Quality issues and savage rust problems owing to the cheap Russian steel allegedly used in the Beta's construction soon tarnished its – and indeed, the brand's – reputation, and today, few survive. Production ran until 1984, leaving a mixed legacy as a stylish, yet flawed, icon of 1970s Italian motoring.

CLASSIC Car Buyer

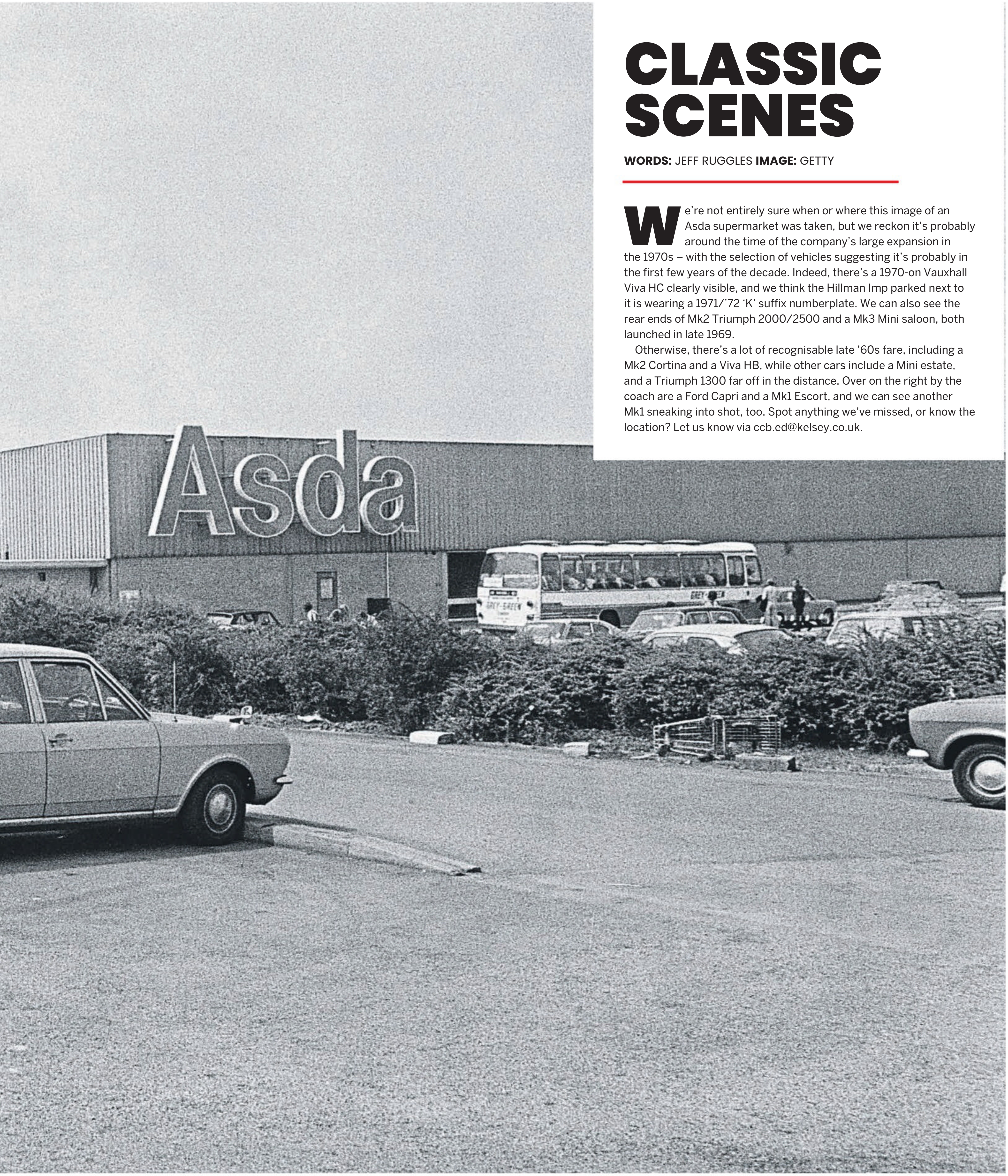
PULL OUT AND KEEP

CLASSIC SCENES

WORDS: JEFF RUGGLES **IMAGE:** GETTY

We're not entirely sure when or where this image of an Asda supermarket was taken, but we reckon it's probably around the time of the company's large expansion in the 1970s – with the selection of vehicles suggesting it's probably in the first few years of the decade. Indeed, there's a 1970-on Vauxhall Viva HC clearly visible, and we think the Hillman Imp parked next to it is wearing a 1971/'72 'K' suffix numberplate. We can also see the rear ends of Mk2 Triumph 2000/2500 and a Mk3 Mini saloon, both launched in late 1969.

Otherwise, there's a lot of recognisable late '60s fare, including a Mk2 Cortina and a Viva HB, while other cars include a Mini estate, and a Triumph 1300 far off in the distance. Over on the right by the coach are a Ford Capri and a Mk1 Escort, and we can see another Mk1 sneaking into shot, too. Spot anything we've missed, or know the location? Let us know via ccb.ed@kelsey.co.uk.



JUNIOR EXECUTIVE

The yuppie era gave rise to the birth of the compact executive car, which remains one of the most popular sectors of the market to this day – but which of these three upwardly mobile small saloons would you go for?

CRAIG CHEETHAM
CONTRIBUTOR

MERCEDES-BENZ 190E

The 190E was a car that revolutionised Mercedes-Benz. Sure, it didn't look dramatically unusual – though it was inarguably handsome and well-proportioned. But what it did do was introduce the iconic three-pointed star to a whole new audience, taking on the BMW 3 Series as one of the world's first premium-brand compact executive cars.

With its clearly defined shape and finely chiselled contours, the Bruno Sacco design was subtle but imposing, with the baby Benz having far more car park presence than others the same size (length wise, it was shorter than a Vauxhall Cavalier). It also ushered in new levels of safety thanks to its crash-channel body structure, while its aerodynamics were optimised to deliver class-leading economy and efficiency.

The 190 also had a revolutionary new chassis design, developed specifically for the new model, which proved a great success. The main feature was the multi-link independent rear suspension. Each of the rear wheels was located by five independent links for optimum wheel control, with lateral and longitudinal forces effectively balanced in all driving situations. This improved steering precision and ensured very well-behaved handling characteristics, which carried the car through an impressively lengthy 12-year production life. By the time it was replaced in late 1993, it still felt able and class-competitive thanks to being so over-engineered to begin with.

Today, it's a very useable classic. The things that made it great in the 1980s still stand true today, while the solid build quality means they've survived pretty well. That said, they're old cars now, with even the newest examples well over 30 years old, so its unsurprising to find that rust is the biggest concern for buyers.

There's a notorious rust trap just ahead of the front wheel arch that can lead to wing rot, while drooping front bumpers may point to similar issues; if possible, reach behind the panel and feel for corrosion. That said, brand new front wings and repair panels are plentiful and affordable; a pattern wing can be had for under £100 brand-new, while a rear arch repair panel is around £75. Rear subframe mounts are also prone to rust and should be inspected.

Check the jacking points, especially on later models with plastic lower cladding, as well as the door bottoms. Likewise, inspect the floors if there's any underseal, as trapped moisture can, in extreme cases, rot the metal behind it.

There are two petrol engine families – the M102 four-cylinder and M103 six-cylinder, the latter fitted to the 190E 2.6. While 1990s Mercedes have a reputation for biodegradable wiring loom problems, the good news is these generally affected the next generation of engines, so no 190E should suffer from this. All of these engines are well known for their durability.

Diesel models are even more robust, although many have by now been run into the ground as taxis or exported abroad. They do exist, but due to their rarity you can expect to pay a premium over a 1.8 or 2.0 petrol, and they're hardly engaging to drive.

Prices are on the up – a few years ago, there was a plethora of half-decent 190Es around for about £1500 but you'll need double that now for one that's semi-respectable. Really nice cars achieve as much as £5000-£6000, possibly even more for a low-mileage, concours-standard car. ●

TECH SPEC

MERCEDES-BENZ 190E 2.0

ENGINE: 1997cc, 4cyl

POWER: 120bhp

TOP SPEED: 122mph

0-60MPH: 10.5secs

ECONOMY: 25-35mpg

GEARBOX: 5-spd manual

BUY ONE FOR: £1500 - £8000

BMW 3 SERIES E30

As far as enduring designs go, the BMW E30 3-Series has to be up there among the elite. Stylish and desirable no matter what the body style, the agonisingly pretty E30 is one of the Bavarian firm's most recognisable icons, as well as an increasingly popular choice of classic.

Introduced in 1983 as the replacement for the E21 3 Series, the new model was wider, squarer and perfectly proportioned. It was a triumph of simplicity over excess and a wonderful piece of automotive styling, which has widely (and deservedly) become regarded as one of BMW's all-time classics.

The difficulty today, though, is finding a good one that hasn't been excessively modified or has suffered from corrosion, which has blighted the E30 series quite badly as they have aged.

Start at the front and check the condition of the lower front apron – a bolt-on panel – as it rusts at the outer extremities nearest the wheels. Front arches don't often rust, but the lower front wings where they meet the sills definitely do. The front chassis legs and inner wings aren't bad, but check the scuttle at the lower screen corners, under the fuse box and also where the inner wings meet the bulkhead. Check the sills carefully and make sure all four jacking point reinforcements are present, as well as the square front lifting pads where the sill meets the floor by the front wing.

There's a range of great engines, providing they have been well maintained. The M10 four-cylinder is considered unbreakable but camshaft wear was common due to neglect, infrequent oil changes and not checking the spray bar banjo bolts.

The M20 'small six' is another good engine. The cambelt and tensioner need replacing every 36,000 miles and it's a realistic job for a DIY mechanic; it makes sense to replace the water pump at the same time. ZF automatic transmissions can also sometimes be problematic, so check all gears engage and behave as they ought to.

Prices of E30s have been rising for some time now and even the saloons go for good money – £12,000 is top dollar for a mainstream model, with project cars starting from around £2000. ●

TECH SPEC

BMW E30 318i

ENGINE: 1796cc, 4cyl

POWER: 111bhp

TOP SPEED: 117mph

0-60MPH: 10.7secs

ECONOMY: 25-40mpg

GEARBOX: 5-spd manual

BUY ONE FOR: £2000-£12,000

AUDI 80 B3

Vorsprung Durch Technik. Three little words that mean a lot... and if you were wondering what they do mean, the answer is 'moving forwards through technology'. A little less evocative, perhaps, but no less appropriate for the car that transformed Audi's image.

Prior to the B3's appearance, Audi was something of a niche brand. A slightly posher Volkswagen, that had similar qualities and brand values to its parent, but a fairly vague identity.

The B3, though, was a car of many innovations. It was designed to be supremely aerodynamic, with flush-fitting glass and similarly flush trim seals around the bonnet, grille, headlights and mirrors, while the entire bodyshell had bathtub-like curves to help with air displacement.

It was also the first car to have fully zinc-coated, galvanised bodywork giving it a big head start in the fight against corrosion. It's not unusual, even now – a whole 34 years since it went out of production – to find 80 B3s in rot-free bodily condition – though they can rot underneath and wheelarches can go a bit crusty.

It also featured Audi's much-lauded Procon-Ten safety system. This was a crash structure that, in the event of a frontal impact used the rearward movement of the engine to pull the steering column away from the driver via cables. It was a remarkable and brilliantly thought-out piece of safety design.

Mechanically, it was standard VAG fare, with 1.6, 1.8 and 2.0-litre petrol engines and a 1.6 (later turbo) diesel. The five-cylinder Audi 90 came along in 1987 with the firm's inline five-cylinder engines to add a bit of performance flavour, along with the 140PS 80 16v. All units are pretty dependable, but are prone to excessive oil consumption with age, so look for blue smoke on start-up and under hard acceleration. Amazingly, parts availability is still strong, too.

Pricing-wise, standard saloons can still be found in presentable order for around £2000. Spend £5000 and you'll bag a really good one. ●

TECH SPEC

AUDI 80E 1.8

ENGINE: 1796cc, 4cyl

POWER: 95bhp

TOP SPEED: 112mph

0-60MPH: 12.3secs

ECONOMY: 25-38mpg

GEARBOX: 5-spd manual

BUY ONE FOR: £1000-£6000

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JAPANESE MERCEDES

The original Lexus LS400 gave Jaguar sleepless nights, and even had BMW and Mercedes on the run. We share our buying advice

Some cars earn their modern classic stripes far quicker than others – and for the ones that are slower to get there, it's often because they're robust enough to remain in daily use. Plenty of early '90s Mercedes and BMWs still cruise quietly under the radar, but even more anonymous is the Lexus LS400. The first of a new breed of ruthlessly competent cars from Toyota, it was arguably more important to the evolution of today's prestige landscape than the German rivals it set out to disrupt.

The name Lexus, insiders say, stands for "Luxury EXecutive for the US," reflecting the project's focus on the American market. The story began in 1983 when Toyota chairman Eiji Toyoda tasked engineers with building a luxury car to rival the best. By 1985, secret prototypes of Project F1 were already being tested. Unlike Toyota's usual fast model turnover, the LS400 was designed for long-term satisfaction – a car with 50,000 miles should drive like new.

Engineers studied ageing materials, wear, vibration, and noise, down to eliminating squeaks and rattles. A dedicated factory was built, and the LS400 debuted at the 1988 Detroit Motor Show as a traditional front-engine, rear-wheel-drive saloon tailored for America.

Underneath, the all-aluminium 1UZ-FE V8 was cutting-edge, featuring iron liners, quad cams, 32 valves, and lightweight followers. Machining tolerances were halved for refinement, with hydro-pneumatic mounts reducing vibration. This engineering enabled the famous advert of a champagne glass pyramid balanced on the running engine.

Power was sent through a bespoke electronically controlled four-speed auto, with fully independent suspension featuring double wishbones, twin-tube dampers, fluid-filled bushes, and a high-mounted upper arm for sharp response. Engine and gearbox ECUs communicated to retard ignition during shifts, a pioneering feature. A hydraulic system helped protect the gearbox. The rear differential had 30 per cent more teeth and tighter tolerances, avoiding the whine common in Jaguars.

US deliveries began in September 1989, selling 4200 before Lexus arrived in Europe. UK uptake was slower – only 1158 sold in year one – but rival manufacturers quickly grasped the scale of Toyota's achievement. Publicly dismissed as a "posh Toyota," Lexus caused panic behind the scenes in Stuttgart, Munich, and Coventry. Lexus wasn't going away, with the GS300 and IS200 following to challenge BMW's dominance.

In Britain, the LS400 found favour for discreet luxury, reliability, and excellent dealer support. Its 450 test cars had covered 4.4 million kilometres pre-launch. A 1992 facelift added larger wheels, better suspension and steering, a passenger airbag, new side cladding, and a refreshed grille. Sales steadily rose, cementing Lexus as a premium brand and making the original LS400 a quietly pivotal chapter in automotive history.

BODYWORK

Lexus earned a reputation for the precision of its panel gaps – a benchmark for build quality. Any inconsistencies around the car may indicate previous body repairs. However, there is one exception: the gap between the bonnet and wings is deliberately wider at the trailing edge than at the front. This is a clever optical illusion – designed so the gap appears uniform when viewed head-on.

The LS400's bodywork is generally well protected against rust, and it's uncommon to come across a seriously corroded example. That said, it's still worth inspecting the edges of panels and the wheelarches, as rot can occasionally take hold. A more frequent

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LEXUS
J137 DCL

V8 FOUR CAM 32

cosmetic issue is peeling lacquer on the alloy wheels – a known weak point, but one that's easily sorted and shouldn't put you off.

ENGINE

The 1UZ-FE engine has a well-earned reputation for bulletproof reliability, so common issues are rare. One notable quirk is the power steering pump's location – mounted directly above the alternator. If the pump leaks, which isn't unheard of, both the PAS pump and alternator may need replacing. It's not complex but time-consuming due to tight access and the unit being buried deep within the engine's V. Starter motor failures also occur occasionally, so many owners replace it at the same time, as it sits directly beneath the alternator. While there, it's wise to check the steel EGR pipe at the rear of the engine – prone to cracking – and replace it as a precaution to avoid future problems.

Elsewhere, timing belts should be replaced every 60,000 miles, with the water pump changed at the same time. While some experienced owners tackle this at home, it's fiddly and involved – not ideal for first-timers.

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1998 Lexus LS400, £6000 value.

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RICH SAYS...

Richard Morley

Broking Director at Lancaster Insurance, says:

"The Lexus LS400 is a great modern classic thanks to its combination of a reliable V8, smooth ride and understated luxury. It's a solid choice for anyone who wants a prestige car that's dependable and easy to live with."

MODEL TIMELINE

1983 - Toyota chairman Eiji Toyoda commissions development of a luxury car to rival the world's best.

1985 - Prototypes for Project F1 (the LS400) begin testing under tight secrecy.

1988 - Lexus LS400 unveiled at the Detroit Motor Show, marking Toyota's entry into the luxury market.

1989 - First LS400 deliveries begin in the United States in September.

1990 - Lexus brand officially launches in the UK; initial sales are modest.

1992 - Facelift introduced: larger wheels and brakes, revised suspension and steering, passenger airbag, refreshed grille and side cladding.

1994 - Production of the original 'XF10' LS400 ends in September. Second-generation 'XF20' debuts for the 1995 model year with a longer wheelbase and similar specifications as the original model.

2000 - Production of XF20 model ends.

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AT A GLANCE
LEXUS LS400 RANGE
BODY STYLES
4dr saloon
ENGINES
3956cc, V8
GEARBOXES
4-speed automatic 5-speed automatic
POWER
250-290bhp
TOP SPEED
130-155mph
0-60MPH
6.8-7.5seconds
ECONOMY
18-25mpg
LENGTH
4996mm
WIDTH
1825mm

The original exhaust used stainless steel pipework but with mild steel flanges welded in, which can rust over time. Genuine Lexus replacements are available but expensive, so many opt for custom stainless systems to avoid the issue.

Officially, the service schedule calls for annual transmission fluid and filter changes. In reality, with most cars covering fewer miles now, this can be less frequent – just ensure there's evidence of regular maintenance. As with any automatic, shifts should be smooth, fluid clean, and no flaring during upshifts.

RUNNING GEAR

Clonking noises are never a good sign, as the suspension uses complex bushes that are costly to replace if bought from Lexus. Owners report some cheap aftermarket options can be poor quality – undermining the refinement that makes a Lexus appealing. Typical culprits include anti-roll bar links and strut top bushes, which can clonk under light braking and cause the car to wander at motorway speeds.

Electronically controlled air suspension was an optional extra on UK-spec cars but is rare – though some Toyota management imports had it. Issues can be fiddly and expensive to fix, due to limited mechanic familiarity.

Lexus also advises watching for rear brake discs and pads damaged by driving with the parking brake partially engaged. The brake is applied by foot and released via a hand lever – a setup that can catch drivers out if not fully disengaged. Most braking issues are easy to spot: a sticking calliper causes the car to pull under braking, and disc and pad condition is easy to check visually. Ensure the ABS warning light illuminates with the ignition and goes out once the engine is running.

One now-unavailable part is the brake back plate. If yours look scruffy when working on brakes, clean and paint them to help preserve them.

INTERIOR & ELECTRICS

Despite Lexus's effort in selecting interior materials with anti-ageing qualities, the leather in the LS400 doesn't seem to last as well as that in comparable German models, though this varies by vehicle and usage. Generally, it's straightforward to smarten up a tired interior with a leather refurbishment and colouring kit.

Like many prestige cars of the period, the digital display on the climate control panel is prone to failure. It can be repaired by a specialist or, if confident with a soldering iron – a delicate job requiring skill – you can buy a replacement LCD screen for around £30 and fit it yourself.

The wiring loom is complex but generally well made, with issues rare unless tampered with. One known problem is capacitors in the ECU failing and leaking as they age, worsened by over-current from a faulty alternator. General wear may dull performance, but leaking capacitors can ruin the ECU circuit board entirely. This is a skilled soldering task, but kits are available to replace components, with owners reporting a significant performance boost. Alternatively, the ECU can be sent for professional repair.

OUR VERDICT

As a modern classic, the LS400 may lack the striking looks of a Jaguar, but its renowned reliability and decent parts availability makes it a very practical choice. If you want a more unconventional take on the large luxury V8 saloon, it's hard to see how you'd be disappointed with what's on offer. Find one that's been cherished, and it'll still be a wonderful way to travel.

TODAY'S VALUES

Project cars needing light recommissioning can still be found for £1500-£3000, often mechanically sound but cosmetically tired. Useable examples with an MoT and decent history typically fetch £4000-£6500, offering superb value for the refinement and reliability. Top-condition, low-mileage cars with full service history are now reaching £8000-£10,000, especially post-facelift models. With rising interest and bulletproof engineering, the LS400 is no longer just a quirky choice – it's a solid investment for enthusiasts looking for understated luxury with long-term appeal. ●

OR MAYBE...?

MERCEDES W140 S-CLASS

Joe Miller, Head of Video

The car that inspired the LS400, the W140 generation of the mighty Mercedes S-Class is arguably the greatest Mercedes, if not the greatest car of all time. Boasting build quality and engineering excellence to match the LS400, as well as an historic nameplate and all for still reasonable prices, everyone should experience a W140.

OR MAYBE...?

JAGUAR X300 XJ

Richard Morley, Lancaster Insurance

The X300 XJ offers classic British elegance and a wonderfully comfortable ride, as well as arguably more character than the Lexus. While less reliable, its traditional charm and engaging driving experience appeal to enthusiasts seeking style over sheer practicality, twinned with improved build quality over previous generations.

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SALES SPOTLIGHT | Triumph TR3A

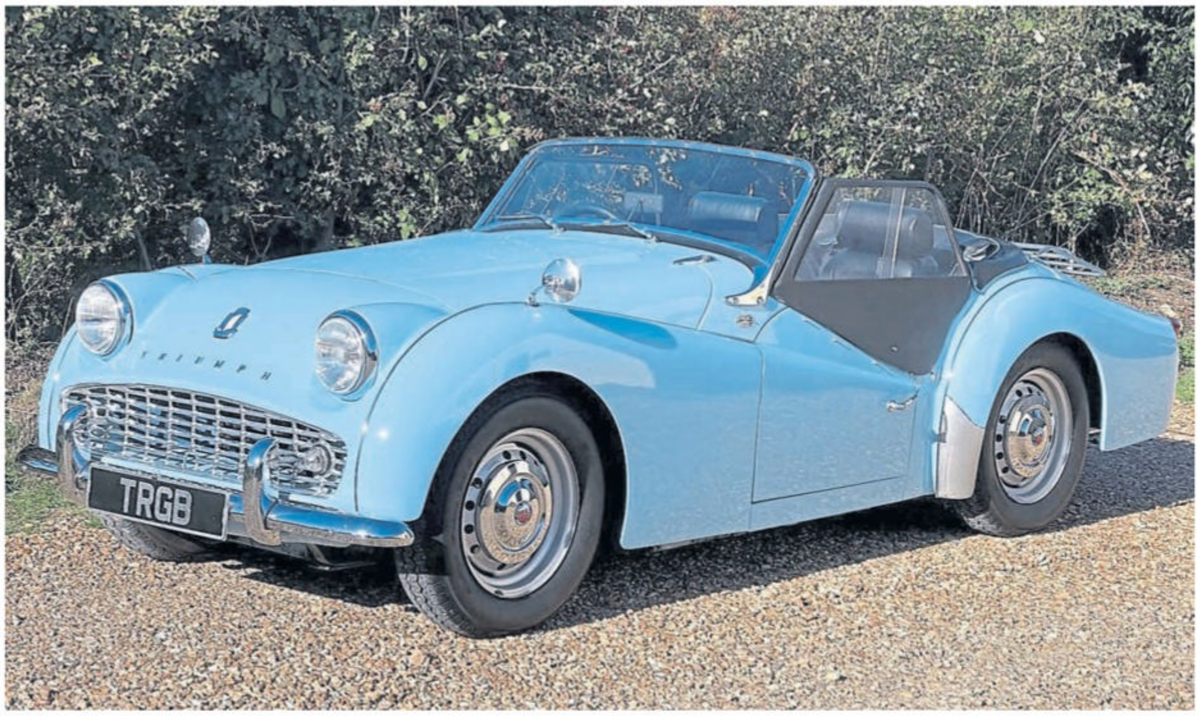
CRAIG CHEETHAM
CONTRIBUTOR

ONE TO BUY

YEAR: 1960
PRICE: £20,995
MOT: May 2026

TECH SPEC

ENGINE: 1991cc, 4cyl
POWER: 95bhp
TOP SPEED: 108mph
0-60MPH: 11.9 secs
ECONOMY: 20-30mpg
GEARBOX: 4-spd, manual



Time doesn't seem to have weakened the appeal of the original Triumph TR models, which still have an incredibly strong following even after seven decades. Among them, the TR3 celebrates a big birthday this year as the model turns 70. As an evolution of the TR2, it was a characterful and engaging sports car, with a traditional steel body on a separate chassis layout.

It was powerful for its size, which made it both a popular competition car as well as a hugely popular sports car in the UK and overseas, with the biggest export market by far being the USA. Power came from Standard-Triumph's popular 'wet liner' in-line four, with 95bhp, an increase of 5bhp over the TR2 thanks to larger SU-H6 carburettors. The chassis was traditional, with coil springs, trunnions and A-arms and a leaf-sprung rear, but it was terrific fun to drive – and still is today. Stopping was improved over the TR2, too; in 1956, the front brakes were changed from drums to discs, which was a first for a British series production car.

Introduced in 1957, the unofficially titled TR3A was a minor update from the TR3. The changes included a new full-width front grille, exterior door handles, lockable boot handle and a full tool kit as standard, but the two are essentially the same car.

Around 136,000 TR3s and TR3As were sold, of which 85,000 went to the USA such was its popularity Stateside. A lot of those have since been repatriated, but the car we have here is an original UK right-hand-drive model, and is more desirable as a result.

It's a lovely looking example, which has been subjected to a body-off restoration in the past and finished to an exceptional standard. Although restored, it has been done sympathetically and is finished in its original factory pale blue, as backed up by a Heritage Certificate that's supplied with it.

According to the vendor, the underside and chassis are in excellent condition and the car is sound all over. We also love the original steel disc wheels with chrome hubcaps – an unusual find when so many TR2s and 3s are on wire wheels these days.

Inside, the original seats have been replaced with more modern high-backed bucket seats, while the original steering wheel has been replaced by a three-spoke sports item – both items that can easily be put back to standard should the new owner desire.

It has been given a few improvements, the most notable of which are a rack-and-pinion steering conversion, servo-assisted brakes and a rebuilt rear axle, all of which we're told combine to make it an exceptional example to drive. In addition, the gearbox and overdrive were replaced in the early 2000s.

The vendor tells us that the TR3A has been impeccably well-maintained, and this appears to be the case, as it's backed up with a large file of service and repair invoices for specialist work, parts and servicing from the car's most recent period of ownership.

The car has an MoT certificate valid until May 2026, even though it is exempt, and the owner has been diligent enough to put the car through the annual safety inspection every year since exemption was introduced, with an impeccable pass rate. TRGB has said anyone interested in the car is welcome to inspect it on their ramp. The car also comes with a year's free membership of the TR Register, as a further bonus for its lucky next owner. ●

CONTACT

TRGB, Somersham, Cambs
☎ 01487 842168
trgb.co.uk

OR MAYBE...?

AUSTIN-HEALEY 100

The original Austin-Healey 100 is often referred to as the 100/4 because of its four-cylinder engine, though it was always officially just known as the 100. Stunning to look at and rewarding to drive, the big sports car was always Triumph's nemesis, both in the track and in showrooms. As with the TR3, many have been reimported from the States.

MGA

Agonisingly pretty and available as both a convertible and a coupé, the MGA also celebrates its 70th birthday this year alongside the TR3. Original MGA 1500 models are a bit underpowered compared with the Triumph, but the later 1600 models are livelier. Or, if you can run to one, seek out a Twin Cam – they're a little fussy, but are also a lot of fun.

AC ACE

The original AC Ace is a car with quite a legacy – introduced in 1951, on a three ladder tubular chassis that made it stiffer than most of its rivals, it used a 2.0-litre, six-cylinder Triumph engine, and had an open two-seater alloy body that ultimately begat the AC Cobra. It was assembled by hand by AC Cars of Thames Ditton, alongside the famous blue Invacar.

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CRAIG CHEETHAM
CONTRIBUTOR

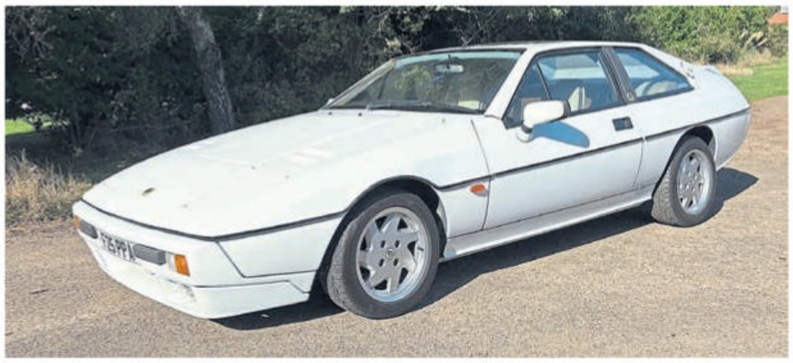
1989 Lotus Excel

ONE TO BUY

YEAR: 1989
PRICE: £14,995
MoT: July 2026

TECH SPEC

ENGINE: 2174cc, 4cyl
POWER: 180bhp
TOP SPEED: 136mph
0-60mph: 6.8secs
ECONOMY: 25-40 mpg
GEARBOX: 5-spd, manual



The Lotus Excel, or Type 89, was the third iteration of a line of cars that began with the 1974 Type 75 Elite – using the same steel backbone chassis and Lotus-developed engines.

The Excel was a coupé and shared most of its bodywork with the Eclat, rather than the shooting brake Elite, and was a handsome car, with a lot of the sharp edges of its wedge-shaped predecessor rounded off. It also had the benefit of a Toyota five-speed gearbox, which Lotus procured as part of a deal in which it helped the Japanese firm develop the Supra.

Finished in stunning Monaco White with beige tweed trim, this example is one of the last-of-the-line models, with the final upgrade including flared front wheel arches, a larger rear spoiler, lowered bonnet, more modern-looking alloy wheels and an increase in power from the 2.2-litre engine, to 180bhp.

The car has covered a total of 78,000 miles, although only 7000 of these have been covered since 2001. It comes with a fabulous history file containing all invoices, paperwork and MoTs dating back to 1995 and showing a lifetime of fastidious maintenance.

Also within the file is the original pre-delivery procedures paperwork, showing the delivery date of January 7, 1989, along with a breakdown of the car's specification. One of its previous owners was a Lotus mechanic.

The vendor tells us that the Excel is in exceptional condition, and is a real credit to its former keepers – especially given that it's an entirely original car that has ever been subject to a full restoration. It comes with an MoT until July next year, which it sailed through with no advisory notices.

The last Excel is the most developed and most enjoyable of all the Lotus wedges, and demonstrates just how good the basic premise of the car was to start with. If you want to experience a good one, there's a lot to recommend about this car ●

OR MAYBE...?

PORSCHE 944

For a similar investment, you can also enjoy another '80s coupé, albeit one with a different character. Like the Lotus, the Porsche 944 is an evolution of another car – in its case the 924 – and its four-cylinder powertrains and rear-wheel-drive match the Excel, but in a much more civilised package. It's not as edgy or soulful as a result, though.

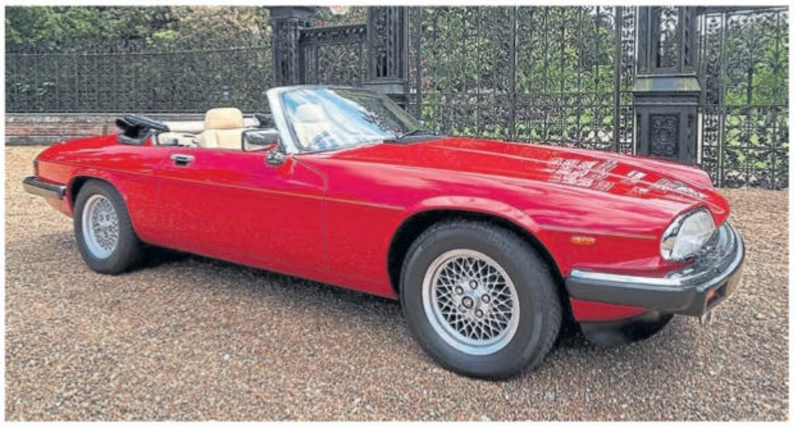
Jaguar XJ-S V12 Convertible

ONE TO BUY

YEAR: 1989
PRICE: £27,995
MoT: May 2026

TECH SPEC

ENGINE: 5343cc, V12
POWER: 285bhp
TOP SPEED: 153mph
0-60mph: 6.7secs
ECONOMY: 12-22 mpg
GEARBOX: 3-spd, auto



From the moment it debuted in 1975, there was a demand for a topless version of the Jaguar XJ-S to replace the iconic E-Type Roadster. But with fears over US regulations on open cars and tight budgets influencing matters, it would be a whole 13 years before a full convertible XJ-S appeared, making its debut in 1988.

Jaguar had got halfway there in 1983 with the XJ-SC, which was more of a Targa with a rollover hoop, but the full convertible model was a job done properly, with a power-operated roof and clean, pillarless styling. The car made its debut in the summer of 1988, by which point the XJ-S was already far from a spring chicken – the launch of a whole new body style being unprecedented for a car of this age.

Nevertheless, it was the model that Jaguar sports car enthusiasts had been awaiting for a long time and as such it gave the XJ-S a whole new lease of life. Combined with the new 3.6-litre six-cylinder engine (a more efficient alternative to the flagship V12 that debuted in 1983), the model recorded its best-ever sales year in 1989.

This example is from that bumper year – originally registered in February 1989. It's the full package, too – a 5.3-litre V12 rather than the 'budget' 3.6 six. But what really sets this car apart from the rest is its remarkable mileage and history – it has covered just 33,000 miles from new.

Finished in what the vendor describes as unmarked Signal Red with Magnolia hide, the car's most recent owner was a private collector who has kept the car in her fleet of classics since 2018. The Jaguar comes with a full service history, backed up by 12 service stamps, old MoTs and a substantial file of invoices. The specification includes heated seats, cruise control, air conditioning, a factory radio-cassette and lovely cross spoke alloys, while the boxed Jaguar tool kit is still in the boot. ●

OR MAYBE...?

MERCEDES-BENZ R107 SL

Another '70s marvel that enjoyed a very long production run, the Mercedes-Benz 'R107' SL exudes quality to sit alongside its timelessly handsome styling. You'll have to make do with four fewer cylinders than the Jaguar, but the 500SL model's burbly V8 can almost match it in the performance stakes, as well as in terms of elegance.

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1995 PORSCHE 911 (993) CARRERA 4 COUPE (LHD). Supplied by Sonnen Porsche of San Francisco, original invoice is within the history file. Finished in Polaris Silver Metallic with Classic Grey leather seats, having benefited from California's dry climate the body and paintwork are in immaculate condition as is the interior commensurate with the low mileage of only 58,896 miles. In June 2021 at 57,775 miles the Porsche had a full recommission at renowned Porsche Specialists Gantspeed details are within the history file along with the invoice totalling £2,921. This iconic example of Porsche's final version of the air cooled engine is widely regarded as the best generation of the 911 ever produced...**£64,995**

1989 BMW 635 AUTO Finished in immaculate Alpine White with Lotus Whie full leather. Specifications include Full Nappa Leather, electric sunroof, air conditioning, Sony Music system, rear blind, electric seats with memory, ellipsoid headlamps, switchable automatic gearbox etc. Last used at 102,302 miles in 2012 and now fully recommissioned and ready for the road again. Immaculate well looked after example with extensive BMW Main Dealer History. Very hard to find...**£28,995**

1989 JAGUAR XJS V12 CONVERTIBLE 4.2 This immaculate XJS has only covered a mere 33,000 miles from new. Finished in unmarked Signal Red with Magnolia Hide and Black Hood. Last owned by a local lady who had the car in her collection since 2018 unused. Full service history backed up by 12 service stamps, old MOTs and invoices. Specifications include heated seats, cruise control, radio/cassette and cross spoke alloys Comes with original handbooks, service book and tool kit. Exceptional example with excellent history.........**£27,995**

1988 MERCEDES R107 500SL. Finished in immaculate Pageant Red with Beige Hide. Sold by us to a local lady in 2008 and serviced and maintained by us and has covered only 10,000 in 17 years. Facelift model with the all Alloy Engine, 4 speed gearbox, ABS brakes and flat face alloy wheels. Specs also include electric windows, cruise control, radio cassette, headlamp wash/wipers and front fog lamps. Original book pack, fully stamped service book and file of invoices for service and maintenance keeping the car in the magnificent condition it is today........................**£27,995**

1997 ROLLS ROYCE SILVER DAWN LWB AUTO A rare opportunity to acquire a Rolls Royce Silver Dawn. Only 87 RHD out of a total production of 237 of these fabulous last of the line ZA service Rolls Royces were produced. Immaculate Midnight Blue with unmarked Parchment Hide piped in Royal Blue, dark Blue Lambswool rugs and walnut trim. Rolls Royce alloy wheels with white band tyres. Last owner for the past 10 years. 9 main dealer stamps to 30,200 miles and 2 more service and invoices from Rolls Royce Specialists. Silver Dawn Book Pack, Handbook, service book with 13 service stamps and a file of invoices and old MOTs. Also included is the registration of "B2 BTE". Excellent example of a very collectable Rolls Royce.**£26,995**

ULEZ EXEMPT

1981 JAGUAR XJ6 SERIES 3 ONLY 16,000 MILES Only an incredible 16,000 miles from new. Main Dealer registered by Arnold Wilson of Wakefield and one month later registered to Mr Hinks also from Wakefield who retained the car until recently purchased. Finished in special ordered Black Red Velvet interior chrome side mouldings bonnet moulding with Jaguar mascot Kent alloy wheels and philip radio.cassette. Original Books supercover warranty, old MOTs, Service book etc. Just been fully recommissioned and a new set of tyres fitted. Time warp collectors' quality car.....**£25,995**

1995 BMW 328I CONVERTIBLE *ONLY ONE OWNER AND ULTRA LOW MILEAGE OF 10,900 MILES*. Finished in totally unmarked Montreal Blue with Light Grey Leather. Sold new to its one and only owner in April 1995 by L & C of Croydon and serviced by them and then by Berry of Croydon, all fully documented. Also the new car invoice confirming the spec which includes sports and heated seats, air con, OBC, tracker, hard top, radio cassette etc. Comes with a soft car cover and tonneau for when the hard is down. The very best you will find, collector quality totally original and mint.................**£24,995**

ULEZ COMPLIANT

2007 JAGUAR XKR 4.2 V8 CONVERTIBLE SUPERCHARGED Finished in immaculate Lunar Grey with Charcoal hide Black hood and Black 20 inch split rim alloy wheels. Only 51,000 miles and a full service history with 9 stamps in the service book. Specs include Sat Nav, Cruise Control, Electric heated seats with Electric lumbar adjustment, rear park assist and alpine music system. Dynamic stability control and much more. Comes with original book pack, service book, 12 months MOT and 12 months warranty. Super Car Performance for only...**£19 ,995**

1989 VOLKSWAGEN SCIROCCO 1.8 GT *ONE OWNER 19,000 MILES ONLY* Finished in its original and immaculate Metallic Grey with Grey Trim. Serviced by VW Main Dealers and only covered 19,000 miles. Owned by an elderly gentleman and covered just over 1,000 miles in the past 19 years. Comes with original Scirocco Instruction manual, two sets of keys, invoices, service print out and MOT print out. Totally original in time warp condition...........**£18,995**

2002 MASERATI CAMBIOCORSA 4.2 Finished in one of the best colour combinations of Blu Mediterranean with Crema hide. With the 4.2 Ferrari Built 4.2 V8 engine. Specs include Climate control, electric heated seats, electric windows and Maserati Media System. Only 54,000 miles from new with Full Maserati History mainly by Maranello and comes with fully stamped service history backed up with a large file of invoices and old MOTs original manuals and tool kit. Exceptional value Italian SuperCar for only..**£17,995**

ULEZ EXEMPT

1980 MGB ROADSTER This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one!........................ **£14,995**

ULEZ EXEMPT

1971 Morris Minor Traveller Finished in Teal Blue with new Light Blue trim and dark Blue carpets. The woodwork and chrome are also in very good condition. Recorded mileage of 82, 000 comes with old MOTs, invoices for work done for the last owner for the past 9 years including the retrim, owners handbook, original jack and tool kit and two sets of keys. Drives very well and is ready to take to shows this year...**£14,995**

1989 MERCEDES 230E COUPE AUTO *Only 55,000 miles* Finished in Mercedes Blue/Black with cream leather interior. Very high spec which includes an electric tilt and sliding sunroof, electric front and rear windows, alloy wheels, leather trimmed steering wheel and radio/CD player. Only 55,000 miles from new with 22 service stamps in the service book and only 3 owners from new. Comes with its owners manual and stamped service book. Very hard to find a low mileage and low ownership example.......................................**£14,995**

1989 LOTUS EXCEL SE Finished in stunning Monaco White with Beige Tweed trim. Last of the line model with the final upgrade including flared front wheel arches, longer rear spoiler, lowered bonnet, new style road wheels and increased BHP to 180bhp. 5 speed Toyota gearbox also fitted. Only 7,000 miles since 2001 now covered only 78,000 miles. Comes with 3 files of invoices and MOTs back to 1995. Previously owned by a Lotus Mechanic. Exceptional condition well looked after example..**£14,995**

ULEZ COMPLIANT

2006 BMW 320 CI SE COUPE *ONLY ONE OWNER AND ULEZ COMPLIANT* Finished in immaculate Sonora Metallic with Futura Exclusive Beige Leather Upholstery. Complemented with Myrtle Wood Trim. Supplied new by Cooper Chelmsford to its only one owner from new and serviced by them 12 times in its 46,000 miles covered from new. Only being sold due to the owner's health. Comes with all its original books including Handbook, Service Book, 12 BMW Service Stamps, Old MOT's, Original Sales Invoice and Literature. Files of invoices from Cooper BMW detailing services, etc. When only the very best is good enough. DO NOT MISS THIS ONE IT'S PERFECT!.......................................**£12,995**

ULEZ COMPLIANT

2006 MASERATI QUATTROPORTE EXE GT. Immaculate Nero Black Metallic with Ivory leather, contrasting Black stitching, gloss Black trim, wood rim steering wheel, Alcantara roof lining and electric sunroof. Only 57,000 miles, featuring the 4.2 V8 Ferrari built petrol engine with a 6 speed Maserati Famous F1 paddle shift gearbox with sports mode. Very high specification being the executive model. Comes with all its original handbooks a Grey Paul Maserati Main Dealer History with 7 stamps in the service book and 2 sets of keys. Stunning looking low mileage immaculate Italian Supercar....**£12,995**

ULEZ COMPLIANT

2016 MERCEDES E350 AMG NIGHT EDITION. Finished in Obsidian Black Metallic with Black Nappa Leather. Only 2 previous owners and full service history as shown on a digital service report with 3 main dealers and 7 specialists services. 9 speed automatic Saloon with multi functioning steering wheel and paddle shifts featuring the AMG NIGHT EDITION styling throughout. Comes with a digital service print out and all manuals in the original Mercedes Benz wallet. Known for its performance and efficiency for only......................**£11,495**

1976 KAWASAKI KH250 B1. Full nut and bolt rebuild to an exacting standard and unused since the rebuild. Within the file is a detailed account of all new Genuine Kawasaki parts used for the restoration. Comes with original manuals, copy of the original brochure and V5. Finished in stunning Candy Super Red, the KH250 (B1) was only available in Candy Super Red or Candy Sky Blue. STUNNING EXAMPLE DEFINITELY A SHOW WINNER...**£19,995**

1997 Harley Davidson Fatboy FLSTF *VERY LOW MILEAGE* This 1340cc Fatboy is in immaculate condition and has only covered 7,000 miles. Finished in a very rare limited production colour of Purple Metallic. The Fatboy FLSTF was produced from 1990 to 2017. This immaculate example has been in a private collection and comes with its owners manual including a service record section showing a service at 760 miles and 3,710 miles. Very hard to find a better one. A sound investment at....**£11,995**

1992 DUCATI 851 DESMOQUATTRO SUPERBIKE *ONLY 16,700 MILES*. This remarkable example has only covered 16, 700 miles and comes with a full main dealer history, service book, owners manual, MOTs and a selection of invoices. Fitted with carbon look cans, the original cans are supplied with the bike. Recently benefited from a major service including a new cambelt. Collector quality low mileage iconic superbike..**£10,995**

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CARS

AUSTIN HEALEY FROGEYE SPRITE

£2,250. Needs total restoration, Ashley/Seabring type front. Hard top, wire wheels Rolls and steers. 90% complete. Please call 07836 548731, Essex

11092

AUDI A3 3.2 QUATTRO

£4,999. Current owner 17 year's. Huge history file. Manual box, 124,000 miles. Timing chains, Clutch, Flywheel. Huge job 15,000 miles ago, Bose music system Inc original Auto changer, MOT April 2026, full leather, spare exhaust cats, very good condition, thousands spent, year 2004. Please call 07887 845063, Rossendale

11270

BENTLEY S.3

£32,000. White 1963. 84.000 miles. Used as wedding car for 20 years. All new parts fitted. Comes with £2000 of spare parts. New upholstery, head lining, carpets etc. No offers. Please call 07989 168996/ 07799 530729, South East

11254

BENTLEY MULSANNE S

1988, £10,995. Balmoral Green Metallic with Parchment Hide upholstery. Complemented by a beautifully leather interior, this car exudes classic British sophistication from every angle. Having covered just 138,000 miles over its 37 year lifespan this Mulsanne has been maintained with exceptional diligence throughout its life. It is accompanied by an extensive and detailed history portfolio, including a wealth of service records, bills, invoices, and MOT certificates dating back decades. This documentation tells the story of a cherished car that has always been treated with respect and care. Please call 01788 249332, Northamptonshire

3637

BMW R1150RS

£1,500. 2002. Full MOT super long distance mile muncher will get you anywhere safe and sound. Renthall bars adjustable front screen and saddle. Heated grips blue/silver reliable clean bargain BMW quality. Please call 07903 274831, West Sussex

11305

1960 FORD PREFECT 107E RESTOMOD

£17,299. 3 year build with a 1700 Zetec SE engine from a Ford Puma mated to a 6 speed Mazda RX8 transmission through a custom propshaft to a 3.9:1 Cortina GT diff with a Black line LSD and anti tramp bars. Escort front suspension /steering with Gaz coil-overs and spherical top mounts. Rear adjustable Gaz shocks. Bare metal respray in Ford Carnival Red, no rust or rot and all usual 100e areas sorted. Rewired with new guages and switches etc, modern H4 headlamps and electric wipers. Megasquirt ECU. Custom intake, exhaust manifold and system. New cooling / heating system. New brake system with front vented discs, bias pedal box and servo. New wheels and tyres. All new rubber seals, gaskets and weatherstrips. Custom retrim with Alfa Romeo 166 MoMo front seats, new door cards headliner and carpets. Over £22000 spent but ill health forces very reluctant sale. Please call 07583 286246, South East

11282

FORD ANGLIA 105E

£11,950. 1965. Blue/white, blue interior, S/S exhaust, S/S petrol tank, re-wired, Milton suspension disc brakes on front, lots of spares inc. original wheels, many photos available. Please call 07721 010293, Kent

11146

FORD COUGAR

£1,825. 2.5xpack year 2000 last owner 20 years recent service and brake overhaul and new drive shaft. 12 months MOT lovely car. Please call 01597 851539, Powys

11167

1994 FORD GRANADA SCORPIO 2.9 V6

1994, £6,500. Ford Granada Scorpio 2.9 V6. Enthusiast owned, prize winning show car. In superb condition, White. Electric windows, electric sunroof, electric/heated seats, electric mirrors, rear parking sensors, cruise control, full Black leather, unmarked alloy wheels, good tyres. MoT until 19/10/2025 (passed last time with no advisories). Insurance valued at £6000 in 2022. 2 boxes of various spare parts. Lots of documented history. 2 keys. Based just off J40 of M6. Genuine reason for sale. Please call 07703365756, Cumbria

11181

FORD "AUTO" FIESTA 1.4

£1,895. 5 door petrol, 2004, 57,400, 6 service entries, gearbox oil just changed July 25, cambelt kit May 2024 £350, heated screen, Ford 6 channel RDS digital radio CD, MOT no advisories 10th July 2026, fully anti freezed, always garaged, no accidents, can deliver anywhere. Please call 07754 688636, South West

11313

BEWARE SCAMMERS!

We value your advertising and want to remind you be aware of scammers. Scammers are clever and can often seem genuine so please remember :

- Kelsey will **never** contact you to upsell your free advert to a paid for one.
- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.
- You can report scam calls to us via email at **cars@kelseyclassifieds.co.uk**

Stay Safe!

The overwhelming majority of car sellers and buyers are honest. However as with everything else in life, there's a tiny percentage that aren't. However it's dead-easy to protect yourself from fraudsters by using a bit of common-sense...

ADVICE FOR SELLERS

- Stay safe! Don't give a buyer your address until you know they are definitely coming to view. Better still, give them the general location only at first and ask them to phone for the full address once they are close.
- Always arrange a specific time for viewings – don't accept vague 'I may come sometime today' type arrangements.
- Serious buyers will want to examine the car fully – that's fine and you should be prepared to answer fully and honestly any questions a buyer may have about the car. Be wary though if they try to steer the conversation towards more general matters concerning you and your family. Similarly, while a genuine enthusiast will probably be interested in your other cars, so will a would-be burglar.
- Test drives need to be handled with care – on the one hand it's perfectly reasonable for a serious buyer to want to drive a car before buying, but you need to remain in control. Make sure they are insured to drive your car too, bearing in mind that 'driving other cars' clauses on insurance policies normally cover only third-party risks, not damage to your car.
- Ensure you drive your car first to demonstrate controls (etc.) and then, once you are at a suitable place for the buyer to drive, get out, taking the keys with you, and hand them back only once you are back in the car.
- Do not accept a personal cheque from someone you do not know; there is no longer any guaranteed clearance time, and a cheque can now 'bounce' at any time – even weeks after it's been banked – if it's discovered to be forged.
- Don't get involved in any complex arrangements involving giving 'change' for a payment that's more than your asking price, especially involving overseas buyers or transfers using methods such as Western Union – these are almost always fraudulent.
- Be very wary indeed of anyone calling and trying to sell your advertisement in another publication. Such publications don't always exist, and claimed distribution figures will often be vastly exaggerated. Calls are also often recorded as 'evidence' of a binding contract.
- Above all, trust your instincts! If something seems dodgy or not quite right to you, then there's a good chance you're right.

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ADVICE FOR BUYERS

- Start by asking 'is the car for sale?' If the seller is a trader pretending to sell privately, they will need to ask you 'which one?'

- Be suspicious of a car that seems cheaper than it should be; if something seems too good to be true then it probably is.

- Be wary of sellers who can only be contacted via a mobile phone or an easy to obtain email address such as hotmail or gmail. They may 'disappear' once they have your money.

- Ask lots of specific questions about specific model weaknesses such as "is there any rust around the headlights", and listen carefully to the answers; do they actually have the car?

- Never, ever send anyone money for a car that you have not seen. Crooks sometimes advertise cars that don't exist solely to collect deposits from would-be buyers.

- If you're suspicious that someone is trying to 'sell' a car they do not own, ask them to email or send you a photograph of a specific parts that they will not be able to provide without having access to the car. This isn't 100 per cent foolproof – a fraudster may have access to a car he doesn't own – but it can help.

- Always view the car at the seller's home address. If they want to meet you in a car park or bring the car to you they may be trying to prevent you finding them again.

- Does the name and address on the V5C match the sellers name and address? If not, why not?

- Always check the chassis number/Vehicle Identification Number (VIN) on the registration document matches that on the car. A proper data check is also essential to avoid buying a car that's stolen or an undisclosed insurance write-off.

- No registration document? Don't accept excuses, don't buy the car!

FORD FIESTA

£950. 1.2 petrol 5-speed "ULEZ car" Azure Metallic Blue 2007, full MOT, 135K with service history, Ford RDS radio CD, can deliver anywhere, no texts please. Please call 07544 181832, South West

11341

PININFARINA FORD FOCUS

£2,295. 2 litre petrol 5-speed hardtop convertible 2008, full MOT, 128K, two keys, brown/bronze, service history RDS Ford Radio CD, absolutely stunning, can deliver anywhere. Please call 07754 688636, South West

11342

GINETTA G31

£3,995. 1989 Ginetta G31, black, new MOT, unleaded, 2LT. Pinto, owned 13 years, 2 owners, v. low miles, factory s/roof, powder coated alloys, file to include original purchase invoice, garaged, very rare car! Please call 07972 031236, Sheffield

11303

HONDA "AUTO" BALLADE

£1,995. 1.5 petrol 4 door E-1988, Platinum Silver, 85 B.H.P. MOT Feb 26, 84000, booklets, brochure, cream velour seats, manual choke, wind up windows, radio cassette, can deliver anywhere. Please call 07544 181832, South West

11195

HONDA "AUTO" JAZZ

£1,895. 1.4 petrol 2008, 12 services, 3 previous owners, HPi clear, ULEZ ok, e-windows, 2 keys 2 new tyres, full MOT, RDS radio cd, always garaged, 149k hence £1895, can deliver anywhere, no texts please. Please call 07895 675851, South West

11278

HONDA CRV 2.2

£1,595. 6-speed manual S.E. Diesel 2007, MOT 17th April 2026 with 9 service stamps, 2 keys, 4 e-windows, willow metallic light green, boot big enough for wheelchair, recent battery, radio quad cd. Please call 07927 069352, South West

11197

JAGUAR "AUTO" SPECIAL EQUIPMENT 2.2 DIESEL

£2,750. "X" Type 2009, miles 96200, 12 services, MOT 28th May 2026, full cream leather upholstery, optional alloys, two keys, touch screen radio, icy cold air conditioning, winter antifreezed, no accidents, always garaged, absolutely stunning, can deliver anywhere. Please call 07895 675851, South West

11312

JAGUAR XJS 5.3 HE

POA. 1982. Open to offers. Black XJS. Cream interior. 5.3 V12 HE engine. Currently SORN following MOT fail. Not driven for over a year previously, engine ran well. Issues with rear suspension. Would need to be collected. Please call 07830 171857, London

11295

RED 1994 JAGUAR X300 XJ6

1994, £1,000. Project X300 XJ6 up for grabs. The Jag is very good mechanically. Engine and gearbox superb. Bodywork really not bad. Bit of lacquer peel here and there. Small amount of bubbling but not rotten like some of these you see at this price range. Needs tyres really due to their age. Mileage reading on dash has LCD fade as does clock, climate control and radio. All still functioning bar the radio. Good project for someone. Some history including new alternator fairly recently. Please call 07917536479, Suffolk

11216

1978 JAGUAR XJ6

£1,000. 4Lt series 2 46,500 miles. Fern green. Barn find. Please call 07775 712510, South East

11199

JAGUAR XF 2.7 V6 DIESEL 01.05.2008 PREMIUM LUXURY

£3000. Finished in Lunar Grey with Dove Leather. 51535 miles, 1 previous owner, full detailed service history, recent cam belt change and tyres. Very high spec including keyless entry, reverse camera, spare wheel, memory seats, Xenon Headlamps, heated windscreen, blind spot monitor. MOT 27.11.25 £3000 ono. Please call 07815 040038, South West

10461

JAGUAR XJ LWB 5.0 V8 PREMIUM LUXURY 08.12.2010

£17000. Finished in Polaris White with Carbon Fibre Trim and Black Leather Memory/heated/cooled seats front and rear, 29302 miles, 2 previous owners, full detailed service history, recent service and Tyres. Very high spec including keyless entry, reverse camera, spare wheel, Xenon Headlamps, blind spot monitor, adaptive cruise control, panoramic roof. Stunning example of a very rare XJL MOT. £17000 Ono. Please call 07815 040038, South West

10460

1998 JAGUAR XJ8 (X308)

1998, £10,950. This Jaguar XJ8 is in superb condition and is original and unrestored. Full Service History. 3 keys and all owner documents as supplied by the dealer. Upgraded Timing Chain Tensioners fitted. Water Pump replaced. Gearbox Oil replaced at 57,000 miles. Five new Michelin Primacy tyres fitted 2022. No Corrosion. Krown Rustproofing Professionally Applied. Airconditioning and all electrical features work as they should. This is the comparatively rare 4.0 litre version of the XJ8. Full Ownership History. Celebrity First Owner and in that family for 23 years. Concours class win in 2023. Annual Service and MOT done on 26 August by marque specialist Tom Lenthall ready for this XJ8's new owner. Please call 07831896235, Hampshire

11272

LAND ROVER SERIES 3

£8,500. SWB hard back windows and seats at rear 1973 Tax and MOT Exempt TDI engine new battery prop shaft tyres. Please call 07476 979536, St Anne's

11214

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LANDROVER DEFENDER

£14,995. Started life in 1986 as light aircraft support vehicle for MOD. Very special vehicle totally rebuilt in 2016 by Trojan 4x4 and the retrofit engine is the bombproof Defender 200 TDI with 5-speed LT77 gearbox. Chassis, axles and diff guards are all galvanised. MOTd to June 2026. Extensive documented history - call for more details. Superb vehicle. Please call 07872 452483, Cheshire

11200

LAND ROVER TDV6 DIESEL

£2,995. 6-Speed Manual Discovery 2007. Two previous owners. No accidents. 79,000. Service History. MOT 20th September 2026. Alloy wheels. Full Cream Leather. Showroom brochure. Cost £30,300 new. Can deliver anywhere at all. Please call 07895 675851, South West

11316

LOTUS EXCEL

£3,995. 1982. Finished in white/cream car complete, engine out of car needs finishing some parts to complete rolling project best offer to sell, needs traling away. Please call 07754 750766, Staffordshire

11292

LOTUS ELAN 1972

1972, £30,000. Elan + 2 S130. Full restoration completed 2017 including Lotus galvanised chassis and sills. Lemon yellow paint with metal flake roof. 5-speed conversion, Spyder Engineering driveshafts, full re-trim, new chrome and lights, new dashboard and more. Please call 07432486511, East of England

445

MERCEDES 115 SALOON

£7,500. 1973. 220 petrol converted to 2.5 diesel years ago, paper work from DVLA to confirm swap. P/steering, auto very solid car, car is MOTed. Please call 07931 235391, Essex

11188

MERCEDES C CLASS 94 TO 99 WANTED

Wanted. Mercedes C Class Saloon 4 dr. One or two owner, 1994 to 1999. Prefer white, in excellent condition, low mil, will travel. Please call 07787 802941, Manchester

11366

MERCEDES 230 SLK

1997, £1,950. 1997, 69K mileage, no bodywork rust, very clean underneath, MOT till March 26. AMG wheels and sill trims. AMG exhaust. Original handbooks, some service history including old MOT certs. Very tidy interior. Headlining just starting to become unstuck in places. 3 keys. Retractable roof in perfect working order. Spare wheel which has never been used. Original toolkit and First Aid Kit. It's just no longer practical for my needs. Please call 07796575366, Wiltshire

11220

MG MGB GT

£5,400. 1979. Right hand drive, overdrive, Mota-Lita steering wheel, Webasto roof, fully serviced and MOT. Very solid car. Please call 07584 052317, Hertfordshire

11307

MG3

£1,695. 5 door 5-speed manual 1.5 petrol, 59,900 miles, Dec 2013 last service at 59,500 timing chain replaced, at 48,800 £416, full black leather, full MOT, full book pack, showroom brochure always garaged, includes private plate, can deliver. Please call 07955 141372, South West

11314

MGB

£2500. 1972. MGB in red, many new parts, ill health forces sale. Needs work to finish or use. Heritage certificate. All history. Please email motorbikeclark@gmail.com. Please call 01403 267484, West Sussex

10564

1971 MG B ROADSTER

1971, £8,950. Very attractive in red, restored, re-sprayed and engine rebuilt, we understand, about 16 years ago, last owner for 14 years who has serviced it regularly, regardless of limited mileage, drives very well with current MOT, possible low mileage. Paint is excellent, underside is very good, bodywork has a few small blemishes as expected with an older restoration. Benefits from walnut dash, very good seats, carpets and hood, wire wheels, standard engine except for electronic ignition, new tyres, overdrive. Comes with some recent history, Haynes manual and hood cover. Please call 01635 248158, Berkshire

1626

2012 MINI COOPER 1.6 PETROL

POA. Ice Blue/White Roof. 71,000 miles from new and full service history. Recently serviced and new Pirelli Tyres. Mot January 2026 (would put new Mot if required). Superb condition and drives great. Many more pictures on request. Please call 07597 558303, South East

11289

1982 MINI HL AUTOMATIC

1982, £12,950. 7,500 miles from new. Purchased by me in 2020 from a garage that had recommissioned the car following a 30 year period unused. The garage attended to the following: Wheel Cylinders. Brake Master Cylinder & Brake Hoses. Radiator. Fuel Pump, Fuel Tank & Sender Unit. Water Pump. Exhaust. Cylinder Head Removed, Unleaded Conversion & De-coke. 4 New Tyres. New Battery. New Points, Condenser, Seam Trim, Oil Filter, Oil, Wiper Rubbers, Spark Plugs. I have had the suspension replaced with new cones and also electronic ignition was fitted by Minisport in Padiham. I have added a pleasurable 3000 miles to the original 4,500 miles and can report that everything works well. The car is totally rust free, with original panels and paint. Although only used by me in dry weather, I took the precaution of treating the wheelarches and rear subframe with Waxoyl to prevent possible corrosion in the future The last MOT was at 5, 831 miles in June 2022. Since then it has been registered as a Historic Vehicle (free road tax and MOT exempt). Please call 07977582816, Cumbria

11263

MINI 1000 11-1986

£395,000. LHD, excellent runner, low mileage, 2nd owner from new, body showing signs of the time. Please email: ecuriedecury@planet.nl. The Netherlands

11147

1993 MINI COOPER S REPLICA

1993, £8,950. Based on a very good Rover Mini Sprite (photos on file), totally rebuilt to a high standard, 1967 replica presents superbly in BMC Iris Blue with Old English White roof, has only done a few hundred miles since restoration. Please call 01635 248158, Berkshire

2096

WANTED MK1 MINI OR ANY MINI

Wanted. Any condition, unfinished project, parts etc. Will collect. Please call 07979 406536, Yorkshire

11265

MORRIS 1300

1968, £2,800. Classic Morris 1300. Good condition for its age. Lots of work done to it, stainless steel exhaust and some accessories. Drives well. Selling due to disability. MOT and tax exempt. Some paperwork included. Please call 01865 711410, Oxfordshire

11205

NISSAN 1.3 CHERRY GS AUTOMATIC

POA. 1985. MOT til 20th Dec 25, soon to be tax and MOT exempt, spares car to go with it, needs some bodywork restoration, good runner. Please call 01872 273786, Cornwall

11238

PEUGEOT 406 2.0L HDI

£2,000. 2001. 2 owners always garaged MOT April 2026 well looked after dry use only maintained bills etc sold with lots of spares, lovely show car and very reliable. Please call 01915 867991, County Durham

11372

PROJECT / PARTS CAR VOLVO 480 ES - FREE

POA. 1994 Volvo 480ES 2.0, 70,000 mls, project/parts car, SORN 12yrs, £zero. Good engine, gearbox, interior, sun-roof, etc. Major underbody rust throughout. Complete car. 25 miles from Edinburgh. Please call for pics and details. Please call 07801 445132, Kinross

11358

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LANCASTER INSURANCE

PORSCHE 912

1967, £57,500. Champagne Yellow and black vinyl interior. California import, rust free and unmolested survivor in wonderful original condition. Serviced, MOT'd and registered in UK - new battery, brake calipers, master cylinder, headlights, UK indicator lenses etc. First registered 18/07/1967 in San Rafael, California, three owners, imported to UK in 2017 and dry stored. Complete documentation, service history and every receipt since 1969, service book, original owner's manual, original key fob, plates, hubcaps and even the touch-up paint tin. An exceptionally complete and original California survivor in wonderful rust-free condition. Please call 07949105338, London

11335

PORSCHE 911 996 C4S

2002, £14,000. Has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. Recently benefited from all belts and pulleys being replaced with all fresh fluids including gearbox and a general tidy up of the brakes and suspension systems. Please do not let the mileage put you off as this vehicle has been very well cared for during its enthusiast ownership. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit due to preventative measures taken in addition to its regular service cycles. We have enjoyed having this unmolested example as part of our fleet for a fair few years and is now ready to go to a new home. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. There is an up to date Bluetooth/DAB head unit professionally installed and compatible with Apple Carplay for ease of use in today's modern world. All genuine enquiries and offers considered. Please call 07989961039, Leicestershire

11261

PORSCHE 968 COLLECTABLE

1995, £18,000. This has been well looked after and has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. Please call 07989961039, Leicestershire

11260

RARE BLACK WITH TAN LEATHER AUDI

2005, £5,250. Well-loved and carefully maintained Audi TT Roadster. Selling reluctantly due to back problems. ULEZ compliant. 2005 model. MOT until next year. Bose sound system with face-off stereo. Good condition inside & out. Regularly serviced and well looked after. This car has been a joy to own and is ready for a new home. Please call 07961376541, Whitton

11262

1962 ROLLS-ROYCE SILVER CLOUD 2

£32,000. Finished in Tudor grey over Black pearl with a lovely tan interior. Lots of history. Maintained by RR specialist with over £30k spent to make this a lovely driving car. Please call 01142357842 or 07484736036, South East

11275

ROLLS ROYCE SILVER SHADOW

£28,000. T-Top convertible. 4 Door 1973. 87.000 Miles. Used as wedding car for 15 years, imported from South Africa. No rust, White Colour, red interior, white hood. Number plate not included in sale, but could be purchased. No offers. Please call 07989 168996/ 07799 530729, South East

11255

ROVER MINI (1990-2000) WANTED

Wanted. In good condition, ideally with low mileage and a detailed history, preferably Cooper, Cooper Sport or special edition with 1275cc engine, nationwide collection. Please call 01932 640113, South East

10844

ROVER P4 90 SALOON

£3995. Year: 1958. Mileage: 71,000. Grey, red leather interior, manual, overdrive, 71,000 miles, alternator conversion, power steering, recently serviced, drives very well, nice example, attention needed to paintwork, hence £3995. Please call 07746 859178, London

11080

RUNNING RESTORATION PROJECT

2002, £4,000. 12 months MOT. 81400 miles, will increase as car is being used. No rust no dents. Good engine & gearbox. Good tyres on 20" BBS split rims (need refurb). New alternator last year. A few electrical gremlins & requires paint work due to being keyed. Sold as a running restoration project. Please call 0126875458, Essex

11271

TOYOTA 4X4

£1,895. 1.4 diesel 2010 urban cruiser 6-speed manual 108000 8 services, cost £18500 new, full MOT, no accidents, icy cold aircon, built in voice sat nav, 4 elec windows, alloys, no texts, can deliver anywhere. Please call 07895 675851, South West

11277

TRIUMPH TR4

£18,000. 1963. Red with black interior, NX5 seats, large history file, Surrey top with hardtop and softtop, very reliable. Please call 07721 010293, Kent

11033

1961 TRIUMPH TR3A

1961, £16,950. Excellent in red with black leather interior, has had recent respray and re-furbished interior, bodywork carried out in 2017, mechanical work as required including recent aluminium fuel tank. Paint, chromework and interior are all excellent as are the hood and side-screens, also has wire wheels, Kenlowe fan and tonneau cover. Please call 01635 248158, Berkshire

404

1963 TRIUMPH HERALD 1200

1963, £4,950. Early example, excellent chassis, bodywork and very good rare Renoir Blue paintwork, nice grey interior, starts easily and runs well. Fitted with front discs, electronic ignition, front seat belts and temperature gauge, only 3 owners, rare A registration and 1,000 miles since last MOT in September 2022. Recent mechanical fuel pump and tow bar, comes with original steering wheel, spare dash, V5, Owner's Handbook, and Haynes Manual. Great start classic. Please call 01635 248158, Berkshire

3732

1971 TRIUMPH STAG MK1

1971, £12,950. Very well presented early Mark 1, seems very sound, very good paint with the odd blemish and nice interior, re-varnished woodwork, fitted with Mk2 carbs for reliability. Lovely drive with melodious note from V8, non-overdrive example only 3000 rpm at 60 mph, drove to us from London. Recent work includes new clutch, gearbox overhaul, hood and hood framework, battery, rear seat belts, radiator and coolant hoses, re-conditioned water pump, rear brakes and a re-wiring. Comes with lots of history and handbook. Not perfect but very good value. Please call 01635 248158, Berkshire

3484

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LANCASTER
INSURANCE

2 TRIUMPH TR7,S

£2,500. 66/88. For sale two Triumph TR7s. One rust free coupe one donor convertible. V5C,s both cars V8 bonnet on coupe. £2500 for both. Buyer collects. Please call 07938 749614, Isle of Skye

11246

TRIUMPH TR6

1973, £19,500. Red Triumph TR6 with overdrive. Owned since 2009 when it was bought from a private seller. Work undertaken whilst owned includes body restoration and re-spray, chassis and floor clean up and paint, replaced bumpers with stainless, new hood, and fuel tank, and other minor mechanical replacements such as alternator and water pump. A tidy rust free example that drives very well. Garaged whilst owned. Open to offers, but not silly ones. Not looking for swaps or part ex. Please call 07975574765, South Yorkshire

11132

VAUXHALL ASTRA 1-6L

£1,500. 1989. 5 door Estate car petrol engine 5 speed gearbox on SORN non-runner two owners from new. Please call 01932 225027, Surrey

11163

VAUXHALL 1.6 PETROL MOKKA

£1,695. "Special Equipment" 5-speed manual 2014 MOT 31st August 2026 no advisorys, 11 service stamps in book, HPi clear no accidents, cambelt kit Dec 2023, full black leather heated seats, 2 remote keys, expensive Vauxhall radio 4 good tyres, can deliver anywhere at all, no texts. Please call 07544 181832, South West

11343

VOLVO 240 SE ESTATE

£1,500. 1992. Garaged 9 years, no MOT but in running order (suit budding lovejoy) many spares, buyer collects. Please phone after 6pm weekdays. Please call 01316 572108, Edinburgh

11165

VAUXHALL 1.4 PETROL ASTRA

£1,995. 1362cc 6-speed manual, 2013, 82300 miles, new clutch £831, alloys, e-windows, MOT March 26, Arctic Metallic Silver, retail £4350, private £3590 all HPi clear, can deliver anywhere. Please call 07895 675851, South West

11191

VOLKSWAGEN GOLF MK3 CABRIOLET 1996

£2650. P in red / black cloth trim 67000 miles only with a box full of history very original car recent mot auto box electric hood. Please call 01652 678417, Yorkshire and the Humber

10867

VOLKSWAGEN TYPE 2 WESTFALIA

£13,500. 1972. Owned by me the last 31 years, restored 13 years ago, solid van. Runs well 1641cc engine. 3 different awnings. Needs slight T.L.C. Original interior. Please call 07754 153266, Gloucestershire

11293

1973 VOLKSWAGEN BEETLE 1303S

£6,500. Owned and dry garaged forty years. No winter use. Mileage 87300 miles, reconditioned engine and gearbox 2009, 1100 miles since. New clutch/brakes. New tyres. Road Tax free. New MOT. Please call 07712 184726, London

11311

VW AUTO LUPO

£1,795. 1.4 Petrol 2004, 32,014 miles, full MOT, full history, electric windows, arctic metallic silver, original brochure, always garaged, can deliver anywhere. No texts please. Please call 07895 675851, South West

11276

VOLVO 940 ESTATE MANUAL WANTED

Wanted. 2.3 litre GLE 1990/92. In VGC please call with details! Please call 07986 959015, South East

11359

VANDEN PLAS PRINCESS 1300

£3850. 1970. Automatic. 1300 white. Lovely cream interior with picnic tables. New tyres. Good body and underneath. New seat belts. Starts and drives great very reliable. Owned 5 years. Please call 07977 565239, West Yorkshire

10892

VANDEN PLAS PRINCESS 3 LITRE AUTOMATIC 1961

1961, £4,900. Vanden Plas Princess 3 litre MK1 1961 Automatic. Green with Tan interior. Solid underneath never welded. Drives very smoothly. Good tyres and recent battery. Located Staffordshire near J15 M6. Please call 07927338972, Staffordshire

11168

WOLSELEY SIX AUTO

£3,500. 72 & 75. For both cars, both are Demask red one is a none smoker vehicle, main bodies are good, one has new hedling and new leather seats. Please call 07368 916242, West Midlands

11245

WOLSELEY 4/44

£7,500. 1953. Good condition, good runner, had respray, including some spares, valuable number plate (£1500) maroon colour. Please call 07465 811634, Derbyshire

11302

WOLSELEY HORNET

£3,000. 1969. MWM 305H Daily Driver-good condition log book in my name drive away. Please call 07799 754761, Preston

11310

XJ8 V8 SPORT AUTO

£3,500. 4 door saloon, Petrol, 3555cc. Colour Black. It's had 2 previous owners. Currently has a personal number plate which is being transferred - original is BK54CVV. Bodywork, tyres and interior are in good order. The mileage is around 124,000 and has just received a new 12 months MOT (September 2025). Any inspection welcome. Please call 07961 681863, South East

11280

XK 5.0 ARTISAN SPECIAL EDITION

2012, £20,000. 41,000 miles (62plate). Full JSH. Rhodium silver. Navy leather upholstery with tan piping. Please call 07528666610, Nottinghamshire

11206

TRUCKS/LORRIES

1956 COMMER SUPERPOISE

£12,000. 24500 genuine miles, fantastic condition. Please call 01787 462547, South East

11196

1930 10HP 4P SWIFT LIGHT VAN

£550. Registration # RH2102. Chassis # 40617. Extremely rare. A chance to restore a possibly now unique 1930 swift van. Dismantled with no body remaining. Many spares available. Registered with DVLA. Please call 07503 488386, South East

11223

1967 SERIES 2A LAND ROVER

£10,250. Used daily petrol engine Severn seats. Retirement sale. Please call 07906 006172, Cornwall

11344

1972 BEDFORD CF DIESEL PICKUP TRUCK

POA. Alloy back have all the sides logbook cab rough rest okay, located in Norfolk. Please call 07765 345613, Norfolk

11250

1998 CHEROKEE JEEP LIMITED 4LT

£4,250. 105,000 miles MOT until April 2026 no advisories. New front Disc's and Caliper's new front drive shaft UJ's. Full leather all four wheel drive works, no rust. Please call 07775 712510, South East

11198

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1995 M REG SCANIA P93M 220

£16,000. 1,529000km. Refurbished 2015 and dry stored since. MOT April 2026, new clutch fitted, many spares to accompany vehicle. Runs and drives perfect. Please call 07720 38599, North Wales

11353

8 WHEEL ATKINSON BULK TIPPER

£5,000. 1974. 180 Gardner. David Brown Gearbox. New clutch and flywheel. Reconditioned fuel pump. Cab partly restored. Selling through ill health. Please call 07831 547860, Wiltshire

11370

AEC MAMMOTH MAJOR 8

1976, POA. AEC ergomatic Mammoth Major. Full restoration needed body is scrap cab is very restorable. Runs and drives. Last chance otherwise it will have to be cut up. Call for more details. Please call 07788885274, South East

11201

AEC MANDATEOR

£6,000. 1973. T/Unit with AU760 engine 6 speed gear box, ex military cab fitted in good driving condition. Also Boden single axle 1972 tipping trailer 20 foot body. Please call 07759 473380, Lincolnshire

11229

AEC MATADOR

£8,500. 1943. Runs and drives, heavy duty working winch. This truck requires some TLC but is a great truck. Please call 07767 139796, Stockport

11221

ALBION CLYDESDALE

POA. Albion lad cab like new no rust been in a shed for 40 years not on a chasis comes with 2 chasis and a lot of new parts best offer secures. Please call 01974 821788, Ceredigion

11249

ALBION SPKL127

1938, POA. Park Royal Cab, 18ft Platform body. Hydraulic brakes. Full History with photos. Vehicle complete (not many parts needed). Please call 07776 506260 or 07971 566375, Shrewsbury

11267

ATKINSON SEARCHER

£5,000. 1974. Atki searcher 6x4 last owner 30 years. Need work. Starts runs and stops. Few problems. 7'-6" tail board. Aluminium only 1 corner post. £30. Leyland/Scammell wheel trim £20. Please call 01634 315687, Kent

11371

BEDFORD A TYPE

1956, POA. Bedford A Type Scammel coupling. Fitted with Perkins P6 engine and 5 speed gearbox and two speed back axle. Please call 07787 407134, Hertfordshire

11256

BEDFORD CA

£1,750. 1956, 46600 miles. Genuine van old paperwork, no welding, kennex conversion, good runner, not used much now hence sale, new tyres, few spares inc. Please call 07923 099041, Lancaster

11373

BEDFORD SCAMMELL

POA. 1950, perkins p6, c/w option of low loader trailer, with detachable rear axle, or taskers drop side trailer. Please call 01207 233141, South East

11380

BEDFORD O TYPE SWB TIPPER FOR RESTORATION

£4,000. Stripped down for painting, cab needs a little work, floors, and doors mainly, chassis needs paint, chassis had a repair where they all go, but can't see it, all tipping gear present, Bedford 214 petrol engine and box, complete running, springs, axles, present etc, hard to come by original correct headlamps with fluted lenses included, and pair original lucas front side lamps, clocks, ign switch, prop shaft, fuel tank, clayton dewandre brake servo, etc, the list goes on, 95% all there, missing bonnet, and side panels, most missing parts available on e bay, needs new tipping body building, important bits present, very rewarding project for someone, be a shame to split, no paperwork. Please call 01207 233141, South East

11381

BEDFORD TK 860

1977, POA. 1977 Bedford TK coachbuilt Lamborn horsebox, restoration project, runs, on metal frame, (built like a bus), 330 engine. Please call 07710100204, East Yorkshire

11072

COMMER MAXILOAD

£3,250. 1969. Commer Maxiload two stroke six wheel bulk tipper, long term dry stored, running order, ready for restoration. Please call 07768 286758, Suffolk

11355

DAF 1700

£4,500. 1986, 200km. Tilt and slide in good working order MOTed 7 ton winch 23ft body can carry 6 ton load. Please call 07801 442626, Cheshire

11374

FORD TRANSIT CAMPER

£2,900. 1987. 79000 miles. Ford Transit Camper Van petrol. Fair condition. MOT till June 2026. Please call 07796 628908, West Midlands

11375

FORD THAMES 307E, 309E, OR ANGLIA VAN WANTED

Wanted. Any condition. Please call 07751 243693, Aberdeenshire

11365

LEYLAND FREIGHTER

£7000. 1985. Mileage: 250,000. MOT until July 2026, all good tyres, 21ft long, 17t gross. Extremely clean & tidy all round. Award winning truck. Please call 07557 344727, Tranent

11394

LEYLAND OCTOPUS

£4,250. 1965, 600 Engine, LWB Eight Wheeler, ex Tanker, Power Steering and full airbrakes, cab is repairable. Runs and drives and re advertised due to time waster. Please call 07879 210001, Huddersfield

11356

MERCEDES-BENZ 310

£7000. 1993. Mileage: 285,000. MOT 12 months, 5 cylinder engine, 5 speed gear box, power steering, drop side body. New brakes, steering & shockers. Immaculate condition inside and out. Please call 07557 344727, Tranent

11395

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PARTS

BEDFORD J TYPE NEW BLACK ROOF LINING

£130. Made from genuine card. Can post. Paypal or bank transfer. Please call 07749 586757, Surrey

1293

ALBION 20 INCH LORRY WHEEL RIM

£100. Slight bend on locking ring, easily straigtened, fitted with 825 x 20 inch Danubiana 14 ply rating tyre hardly worn. Please call 01207 233141, South East

11387

AUTOJUMBLER GIVING UP GARAGE FULL CAR PARTS, ACCESSORIES, MANUELS AND MAGAZINES

£500. Buyer collects. Too much to list 13x4 trailer full autojumble. Please call 0130 688449, Surrey

11363

BEDFORD FRONT WINGS

£100.00 each. Both ns for restoration. Please call 01207 233141, South East

11383

BEDFORD K TYPE FRONT WINGS AND BONNET

£200. Please call 01207 233141, South East

11384

BEDFORD O OXC MILITARY PETROL TANK

£100. Looks like its been linered, good condition. Please call 01207 233141, South East

11386

BEDFORD O TYPE LWB CHASSIS EX MILITARY

£100. Front cross members have slight corrosion. Please call 01207 233141, South East

11385

BEDFORD O TYPE REAR AXLE AND DIFF

£500. Brakes and drums not inc. Please call 01207 233141, South East

11382

BEDFORD TK WINDSCREENS X4

£100.00 each. Please call 01207 233141, South East

11390

FORD THAMES ET6 STEERING BOX

£100. A little worn, working. Please call 01207 233141, South East

11392

FORDSON THAMES ET6 RIMS X4

£100. Two matching, one with different locking rim, and one with no locking ring. Please call 01207 233141, South East

11393

HONDA/ VAUXHALL CB250 ASTRA PARTS WANTED

£200+. Wanted. 1970. Honda CB250 engine, single cylinder twin exhausts. Also Astra 1.8 petrol engine. Please call 07811 549780 or 01947 840520, North Yorkshire

11362

MG "Y" SERIES PARTS

£250. 1950's 60's. One MG Y Bonnet in very good condition. With MG Chrome fittings £150. Also Stromberg carbs 1.5 bore £100. Please call 07542 297284, Hampshire

11367

MG MIDGET PARTS

POA. 1973. Offers. Genuine Lenham full one piece front end. Steel wings, solid, no filler, primed steel doors, 4 fibre glass wings wood frames, full dashboards and more. Please ring for prices. Please call 01924 490893, West Yorkshire

11364

MICKEY MOUSE FODEN WINDSCREENS X2

£100.00 each. Please call 01207 233141, South East

11391

OLD FISHLEIGH WINCH

£1,000. Pto driven, with spades, and rope, mounted on wheels. Please call 01207 233141, South East

11377

PAIR BEDFORD O TYPE LWB REAR SPRINGS, WITH HELPERS

£100.00 the pair. Please call 01207 233141, South East

11389

SKODA FELICIA PICK UP PARTS WANTED

Wanted. I'm looking for a carpet, and barrell and key for rear door or tailgate for a 2000 Reg Skoda Pick Up. Also a canopy for back. Please call 00353872 471667, Ireland

11360

TASKERS SIX TON COUPLING, AND RAILS

£300. Braces inc, but incorrect, maybe can cobble to fit. Please call 01207 233141, South East

11388

VARIOUS MORRIS, AUSTIN AND DATSUN-NISSAN PARTS

POA. Two wings Morris or Austin A60 BMC original parts for A55 MK1 many parts doors, bonnets, boot Datsun-Nissan 910 parts, sills, W10 Diesel. New springs for D21-22 Pickup. Please call 07733 077766, Cumbria

11361

WANTED OLD TRUCK ACCESSORIES FROM THE 70'S 80'S AND 90'S

Wanted. Window flags, scarves, stickers, sun strips etc. Please call 07980 310559, County Antrim

11354

WHEEL TRIMS AND OTHER VEHICLE PARTS

POA. Wheel Trims off Transcontinental Plus Fittings. Set Hatchers Wheel Trims. Tyre Cutter. Assortment Rear Lenses, Rear Lamps, Cab Beacon. Two Hella Fogs and Spot Lights. 24 Volt Bulbs. ETC. Please call 07592 511305, South East

11396

911 CAR COVERS

1992, POA. 911 Car covers to fit most models. Tel for details. Please call 07913707975, Derbyshire

11337

924 AND 924 CARRERA GT PARTS

1981, POA. New sach clutch kit new genuine Porsche rear silencer cylinder head including valves and springs carrera gt decals for wing and tail 1 rear hub bearing 2x front lower wish bone arms 3 sets of front brake pads 1 oil filter 1 rear view mirror indicator arm 24 wheel nuts (used) cylinder head gasket box of assorted washers/seals/gaskets etc. for turbo waste gate 2x front brake calipers (used) 2x rear brake calipers (used) 2x front bumper rubber over riders alternator belt pattern for stone chip guard oil feed pipe drivers handbook microfish for 924 models. Tel for details. Please call 07913707975, Derbyshire

11339

964 RS TWIN SPARK DISTRIBUTOR AND BRAKE DISCS

1992, POA. 964 RS twin spark distributor and brake discs plus various other parts for 911's etc. Tel for details. Please call 07913707975, Derbyshire

11338

AUSTIN A40 MK I WINDSCREEN

POA. Free to collector. Please call 01452 301840, Gloucestershire

11306

AUSTIN FARINA A40 MKII PARTS

1962, free of charge. Off road, available for parts. Engine 1000 used for racing, 1000cc gearbox, front suspension, rear axle, front/ rear windscreens, Hillman Hunter radiator longbridge alternator. Please call 07922 828290, Birmingham

11309

FORD CAPRI PARTS

£400. 1973. Rear axle for Ford Capri 2000 V4 GT. Stored as spares for current car. Please call 07884 162217, Wiltshire

11304

FORD CONSUL MK 1 PARTS

£120. 1950's. Rear bumper, early 1950's, £120, good original chrome. Got 2 holes in it for brackets and measures 57" x 3 1/2" can post. Please call 07939 923088, Peterborough

11296

JAGUAR 420/ S TYPE PARTS

£70. 1963-70. N/S inner sill made of thick gauge - 070" steel. Got 8 holes in it 60mm diameter. Can post. Please call 07939 923088, Peterborough

11300

OLD DAF AND VOLVO TRACTOR UNITS WANTED

Wanted. Old tractor units/ others considered. All makes considered. Please call or WhatsApp 07786580969, South East

11281

WANTED COOPER S RED GREY GOLD BROCADE BASE REAR SIDE PANELS

Wanted. Or any bits parts etc. Any condition. Please call 07979 406536, South East

11047

MINI COSMIC ALLOY WHEELS

£150. Set of four 10" good condition. Please call 01534 855404, South East

11090

37 OF (HGV) CURTAINSIDER BUCKLE & STRAP SETS

£20. Quality stainless steel locking buckles – "tail-strap release". Ideal as spares for curtainsider trailers. Used, but in very good "nearly new" condition. Price as a "job-lot" – cash upon collection (Coalville; Leics). Please call 07792 533842, Leicestershire

11253

ANDIS-1100 HEAVY-DUTY TRAILER KING-PIN LOCK

£150. Used, but in very good working undamaged order. Plus Red air-line lock (new - never used). Both complete with keys. Price for both a "job-lot" – cash upon collection (Coalville; Leics). Please call 07792 533842, Leicestershire

11251

PLASTIC MOULDED TAKLER BRAND WATER TANK WITH TAP

£25. Filler neck includes soap dispenser. Would suit fitting on to trailer chassis LCV, truck etc. New condition – never used – been in store for 6 years. Cash upon collection (Coalville; Leics). Please call 07792 533842, Leicestershire

11252

VOLVO 940 ESTATE 2.3 GL/GLE 1990/92 MANUAL WANTED

Wanted. Or 2001/4, V40 diesel estate manual wanted. In VGC. Also 940 B200F engine. Please call with details! Please call 07986 959015, South East

11209

GARAGE CLEAR OUT

£5-£40. Old but fully working injector tester. £25. Space heater old but fully working. £40. Volvo F10 water pipe brand new old stock. £10. DAF 75/85 turbo pipe plus seal. £5. Ring for any information. Please call 07831 809722, South East

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MISC

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11357

AVELING MARSHALL 105

£5,500. Ford six cylinder engine, three point linkage, and rare pto, 4400 hrs showing, running gear good, hyd dozer blade kit included. Please call 01207 233141, South East

11376

CATERPILLAR D4D

£5,000. 1969, wide tracks, draw bar, engine rebuilt, 2013, receipts, all glass in cab, cab by cab craft, steers and tracks, but running gear needs sorting. Please call 01207 233141, South East

11378

CLASSIC VAN & PICK UP MAGAZINES

£50. Classic Van & Pick Up Magazines, full set pristine condition £50 buyer to collect. Minor Monthly Magazines full set pristine condition £50 buyer to collect. Please call 01553 764542, Norfolk

11368

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SIGN OF
Happy Motoring!

£65. Size 12x10 inchs. Please call 02083 997541, Surrey

11369

ONE ESSO TIGER TAIL

£14. MOD'S Lambretta Scooter 1960's. Can post for £4.90 extra, Paypal or bank transfer. Please call 07749 586757, Surrey

1566

LAMBRETTA SERIES 1, 2 & 3 FIAAM TWIN TRIPLE PIPE EXHAUST

£450. Brand new it's got all the fixtures and fittings, all in chrome. It's only been unwrapped to take the photos. Can post for extra £20 including insurance. Please call 07749 586757, Surrey

720

LOCK-UP GARAGE SALE OF AUTOMOBILIA & RELATED ITEMS

POA. Must clear my lock-up to house my Morgan three-wheeler for the winter. So, good quality car and cycle related items etc. Including a R.A.C. full membership badge, other motoring and related badges etc. Vintage Bronze pig-tails key hanger, Rare pair 1937 Coronation mugs designed by Dame Laura Knight. The AutoCar original sketch of 1970's, Goodwood F.O.S. menu, L.S. Laurie signed prints, F.l. passes etc., petrol cans, car chargers, electrical items and a large suitcase of useful household and other goods all to clear very, very cheap! + Lots of car and collector's books, classic car magazines, antiques magazines, auction catalogues of Bonhams etc. will be free for you when you buy this lot for cash only please. Email: ggweiner11@gmail.com for photos. Please call 07890 836734, East Sussex

11340

TRACK MARSHALL 70

£5,000. 1966, perkins 6354 engine, fitted with two drum winch, c/w very old Le Tournea 4 yd scraper box on ropes, working, apparently worked on RAF Folkingham [Nelson Green and sons] during ww2. Please call 01207 233141, South East

11379

PUCK MATCHES ENAMEL SIGN

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MATCHES
BRITISH MADE BY BRYANT & MAY

POA. 2.5 mtrs long by half a metre high. Please call 07906 006172, Cornwall

11345

CAMPERVAN OR TRAILER TENT WANTED

Wanted. Campervan or trailer tent- details re age condition and price please- texts only due to medical condition. Please call 07790 512582, Shropshire

11183

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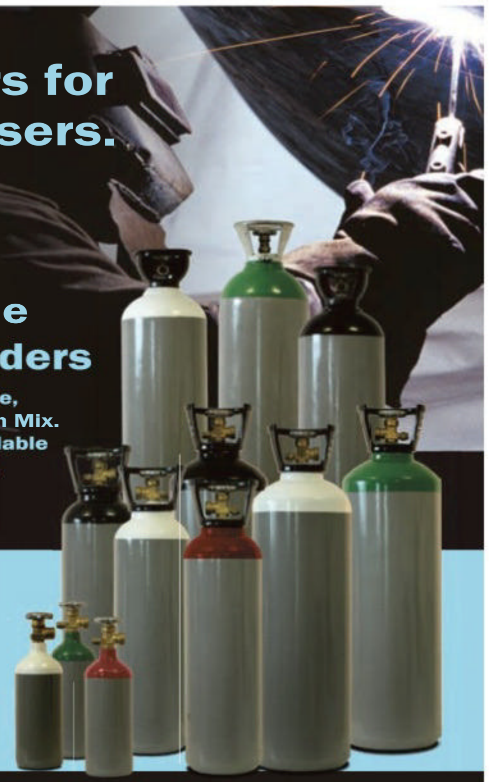

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LAST ORDERS

Join in the *CCB* social scene by sending us your photos and emails, sharing your thoughts and opinions. Write to: ccb.ed@kelsey.co.uk.

DREAM DATSUN

Reader Graham Porter got in touch regarding the Japanese icons feature in our October 8 issue: "My all-time favourite Japanese classic has to be the Datsun 240Z. It's got the looks, the sound, and the spirit of a proper sports car, but with everyday reliability. Arguably the Japanese car that made the West sit up and take notice!"

Some of the CCB team would have one over an E-Type, which really speaks volumes!

MEMORY LANE

The complex and confusing small Triumph range included the 1500TC, which this 1975 brochure keenly touts as a British BMW: "Performance, comfort and quality of construction are established hallmarks of Triumph motoring. The 1500 TC continues in this proud tradition by providing a compact, family saloon of considerable refinement and individuality that will appeal to the motorist who wants something better than a run-of-the-mill motor car." The sports car link was keenly pointed out, too: "The engine is virtually the same unit that powers the sportive Spitfire, providing a brisk performance and impressive economy. An uprated gearbox is fitted to latest models, with radial-ply tyres and the highly effective 4-link rear suspension, giving the 1500 TC really safe and predictable road-holding."

'90s KIDS

"I've ALWAYS Wanted One!"

The '90s Cars To Buy Now' video on our *Classics World* YouTube channel prompted plenty of suggestions from commentators: @grayfool fancied a Japanese legend: "It has to be the epitome of '90s luxury, the Lexus LS400." @alistairgillies2196, meanwhile, preferred a practical Swede: "Volvo V70 T5 – so good that when Volvo announced the Mk2, several UK police forces stockpiled the original!" @GentilsGarage, however, fancied a Ford favourite: "As an everyday affordable future classic, definitely the Focus Mk1."

NEXT ISSUE

DON'T MISS OUR NEXT ISSUE ON WEDNESDAY, OCTOBER 22

▲ CLASSIC CHOICE

The traditional three-box saloon soldiered on during the 1980s, but does the Rover 200 SD3, Ford Orion or VW Jetta make the best everyday classic?

◀ CLASS OF '05

We celebrate the modern classics that turned 20 this year, from the gorgeous Aston Martin Vantage to the brutish Range Rover Sport.

▼ C SIDE

The MGC was commercial failure when new, but a good example is much nicer to drive than initial road tests suggested. We show you how to buy a good one.

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